1993

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COMPETITION RULES

SCCA®

Sports Car Club of America

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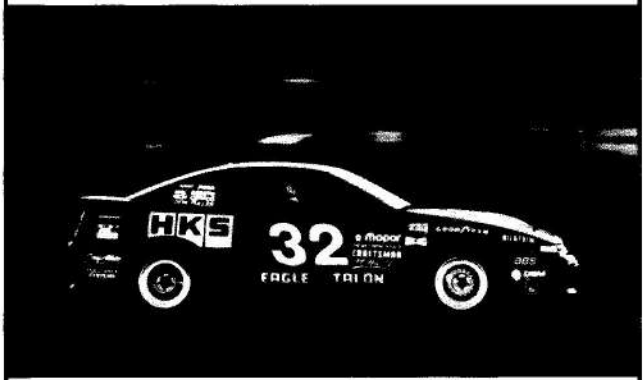

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Sports Car Club of America

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Sports Car Club of America

NATIONAL/DIVISIONAL PRO RALLY® RULES

1993 EDITION

Sports Car Club of America, Inc.
9033 East Easter Place
Englewood, Colorado 80112-2105
303-779-6622

FOREWORD

Effective January 1, 1993, all SCCA PRO Rally rules are superseded by the following SCCA PRO Rally Rules.

The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

Questions concerning National PRO Rally Rules clarifications should be addressed to:

Rusty Campbell
National PRO Rally Series Manager
55 Stuyvesant Road
Pittsford, NY 14534
716-381-7711 (Home) 716-248-8530 (Work)

Questions concerning Divisional PRO Rally Rules clarifications should be addressed to:

Chairman PRO Rally Board
Sports Car Club of America
9033 E. Easter Place
Englewood, CO 80112-2105

or any Divisional PRO Rally Steward

Portions of these Rules differing significantly from previous editions are denoted by a solid black bar in the left hand margin next to the line(s) which have been added, omitted or changed. An example of this "change bar" is at left.

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NOTES

SCCA
PRO RALLY RULES

(Items in italics pertain to Divisional PRO Rallies only)

1. PURPOSE

The purpose of the Sports Car Club of America,Inc. (SCCA) National PRO Rally Championship Series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format prescribed in the SCCA National PRO Rally Rules for Organizers.

The purpose of the SCCA Divisional PRO Rally Series is to (a) provide a training ground for event organizers, marshals and competitors separated from the pressures of the National Championship Series; (b) provide events which constitute an attractive, easy entry into the sport for both organizers and competitors with a side product of increased numbers of participating SCCA Regions, organizers, marshals and competitors for the sport--thus increasing the visibility of SCCA, Inc. and SCCA membership; (c) provide an area of involvement for those manufacturers and support sponsors whose financial structures do not permit full participation in the National Championship Series; and (d) provide a "feeder" system of new events, trained marshals and experienced competitors to ensure the future growth of the National Championship Series with events that become more demanding as they progress up through various layers of competition. The rallies in this series will follow a format prescribed in the SCCA Divisional PRO Rally Rules for Organizers.

Safety and state regulations will be of key importance in competing in, and staging of, PRO Rally events.

2. ADMINISTRATION

SCCA PRO Rally Department

The SCCA PRO Rally Department shall be responsible for the development of rules and standards for the conduct of National PRO Rallies and shall establish, supervise and administer an annual program of events. The SCCA PRO Rally Department shall have: complete and final authority on the PRO Rally rules, and their

implementation and standards of conduct before, during and after an event in the National PRO Rally Series.

SCCA PRO Rally Board

The SCCA Board of Directors annually shall appoint a Chairman and up to four other members to the PRO Rally Board. The PRO Rally Board itself may establish and appoint advisory positions to assist with special areas of concern such as safety, marketing and media components.

The PRO Rally Board shall be responsible for the development of rules and procedures for the scheduling, organization, conduct and supervision of Divisional PRO Rallies. To these ends, it shall establish, supervise and administer an annual program of events. The PRO Rally Board shall work in concert with the SCCA PRO Rally Department to ensure that both National and Divisional PRO Rally rules and procedures mesh smoothly to the benefit of both programs and the many participants who are active in both programs.

The PRO Rally Board shall further be responsible for the development and maintenance of a uniform plan, requirements and procedures regarding event, competitor, marshal, spectator and general participant safety in their capacity as the PRO Rally Safety Committee.

3. SCCA PRO RALLY SERIES

The SCCA National PRO Rally Championship Series will be comprised of not more than twelve (12) events in any one calendar year. In order to be eligible for inclusion in the SCCA National PRO Rally Championship Series, a proposed event must meet the requirements of the SCCA National PRO Rally Rules for Organizers and be sanctioned by the SCCA PRO Rally Department.

The Divisional PRO Rally Series consists of events divided into three different categories: Coefficient 1, 2 and 3. All rallies are conducted as pure stage format events. Divisional Championships for drivers and co-drivers will be determined each year.

4. PRO RALLY RULES AND RULES FOR ORGANIZERS

4.1 Rules

These Rules shall govern all SCCA PRO Rallies.

4.2 Rules for Organizers

Rules for Organizers (RFOs) for SCCA PRO Rallies shall be available to all event organizers. The RFOs shall guide the organizer in the preparation and conduct of the event. Organizers of National PRO Rallies are responsible to the PRO Rally Department for adherence to the National RFOs. *Organizers of Divisional PRO Rallies are responsible to the PRO Rally Board for adherence to the Divisional RFOs.* The Rules for Organizers shall not serve as a basis for claim by the contestants.

National PRO Rally Rules for Organizers will serve only as the general guidelines for the running of Coefficient 1 Divisional events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

Coefficient 2 and 3 Divisional events will be conducted in accordance with the National PRO Rally Rules for Organizers as amended by the Divisional PRO Rally RFO's.

With prior approval of the PRO Rally Board and the National PRO Rally Series Manager, a Coefficient 3 Divisional event may be run concurrently with a National PRO Rally. Competitors may enter either or both as they desire. Driver and co-driver must carry the proper licenses for the event(s) entered.

4.3 Revision of PRO Rally Rules for Organizers

The PRO Rally Department reserves the right to make such changes in these Rules, Rules for Organizers, and appendices as may be deemed necessary or advisable.

5. ACCEPTANCE OF REGULATIONS AND RULES

5.1 By the Rally Committee

Each rally committee that undertakes to organize an SCCA PRO Rally shall be acquainted with these Rules and with the appropriate Rules for Organizers and shall be bound by them.

5.2 By the Competitor

Each participant in an SCCA PRO Rally shall be familiar with and bound by these Rules. Participation by a contestant shall constitute evidence of that contestant's acceptance of this provision.

5.3 Finality of Interpretation and Application

The interpretation and application of the SCCA National PRO Rally Competition Rules by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

A. Determinations by SCCA officials are non-litigable;
B. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and
C. If a member, competitor or official initiates or maintains litigation in violation of this provision, that member, competitor or official agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

6. INSURANCE

6.1 Event Insurance Requirement

All events sanctioned by the SCCA must be insured for Event Liability and Participant Accident coverages by the SCCA Master Plan.

The Event Steward shall delay the beginning of the event until he/she is satisfied that the insurance required under this section is provided.

6.2 Coverages and Limits

The minimum coverages and limits for competitive events are:

A) EVENT LIABILITY

Coverages
Bodily Injury and Property Damage Liability; Contractual Liability (written & oral); Personal Injury/Advertising Liability; Host Liquor Liability; Extended Bodily Injury Liability; Promoters' Liability; Promoters' Liability; Participant Liability; Official Vehicle Property Damage; Driver, Mechanics, Sponsors, Car Owners Liability; Premises Medical Payments; Pollution-sudden & accidental; Bailee Liability.

The policy shall designate as additional named insureds, among others: The Sports Car Club of America, Inc., regions chartered by the Sports Car Club of America, Inc., their officers, members, officials, car owners, drivers, pit crews, entrants, their successors and assigns, sponsors, advertisers, and landowners while involved in and acting in their capacity during the presentation or conduct of an event. Additional names may be required. An updated list will be available from the SCCA Risk Management Department.

Minimum Limits
General Liability - $5,000,000 per occurrence CSL
Directors, Officers, and Stewards Liability - $50,000
Medical Malpractice Excess Liability - $1,000,000
Official Vehicle Property Damage - $25,000
Bailee Liability - $5,000
Premises Medical Payments - $1,000/$10,000

B. Participant Accident Coverage

Accidental Death -$25,000
Blanket Medical Reimbursement - $50,000
Disability Income -$100 per week for the first 104 weeks after a seven (7) day waiting period.
Accidental Dismemberment - Up to $10,000 according to schedule.

SCCA participants (drivers crews, race officials/workers, organizers/promoters, guests, emergency services personnel, tire manufacturer representatives, etc.) who have signed release agreements (waivers) are covered by Participant Accident insurance.

$500,000 medical reimbursement benefits are provided to licensed SCCA members properly credentialed for the event.

At all SCCA sanctioned events requiring drivers to hold a National OR Divisional Competition License, minors 16 years old or older not holding authorized credentials issued by the organizers, and all minors under 16 years shall not be allowed to enter the service area or any other areas which provide less protection than that provided for the general public. Minors over the age of 16 years may be issued crew (pit) credentials (passes).

6.3 Competitor Insurance Requirement

The owner/entrant must warrant having a valid auto insurance policy with liability limits not less than $100,000/$200,000/$50,000 in force for each vehicle entered.

Incident Reporting

The driver (or owner) of a vehicle participating in an SCCA PRO Rally which is involved in an incident resulting in personal injury or property damage must report the incident to the Event Chairman or designated representative before the end of the event or as soon as practical thereafter. The Event Chairman or a designated representative is charged with the submission of the completed SCCA Incident Report and/or Blue Card and should file the report within 10 days of the incident with the SCCA Risk Management Department.

7. ENTRY REQUIREMENTS

7.1 Entry Blank

Application for entry in an SCCA PRO Rally shall be made by means of an official entry form approved by the PRO Rally Department. Sample forms are available from the SCCA PRO Rally Department. The form shall contain or be accompanied by full instructions for its submission which shall mention the date of closing of the seeded draw and of entries. The current mailing list is available from the SCCA PRO Rally Department.

Submission of incorrect information on the event entry form may result in forfeiture of competitor's or entrant's rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

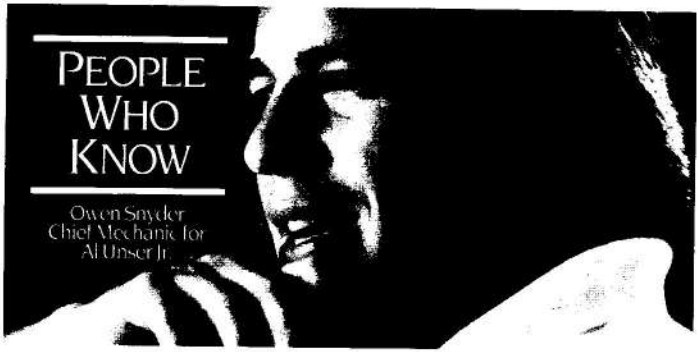
7.2 Number of Contestants per Crew

Each car participating in an SCCA PRO Rally, shall have two and only two occupants. The driver and co-driver may not switch duties during the event so as to unfairly score championship points.

Coefficient 1 Divisional PRO Rallies designated as non co-driver events may have only one occupant.

Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward.

No substitution of occupants or vehicle is allowed in Divisional PRO Rallies.



"Sunday afternoon is what it's all about. We're a team–six men over the wall. You can't let one little advantage slip away, one little secret get out." To say that Owen Snyder is a focused individual would be something of an understatement. A more appropriate description might be "obsessed." With winning. And with all the details that make it possible. We're happy to report that one of those details is Valvoline motor oil. Like most Indy 500 Chief Mechanics, Owen uses Valvoline in his race car, and in his personal car. After all, every one of our high performance motor oils is engineered to perform and protect under incredible stress. Withstanding whatever heat, cold, pressure and dirt your engine can throw at it. But don't take it from us. Take it from Owen Snyder. Details are his occupation–and preoccupation.

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7.3 Driver's Licenses and Competitor's Licenses

All competitors must be at least 18 years of age and must hold a valid automobile operator's license. A learner's permit shall not constitute a valid license.

All competitors in SCCA National PRO Rallies must:

1. Be members of the SCCA
2. Hold a valid SCCA National PRO Rally license if they are United States residents or United States citizens, or hold a valid C.A.R.S. National License, if they are Canadian residents or Canadian citizens.

A current FIA license is required for FIA-listed events.

For citizens of the United States, these licenses are available to SCCA members only through the SCCA National Office. NO LICENSES WILL BE SOLD AT SCCA NATIONAL PRO RALLY EVENTS.

All competitors applying for their initial National PRO Rally license or those competitors who have not held a National PRO Rally license in the two previous years, are required to have completed a National PRO Rally licensing school (not a Divisional seminar) successfully or have finished one (1) Divisional PRO Rally of at least a coefficient two (2), or a Canadian Regional stage rally event within the past 2 years.

Other qualifying events and/or a waiver of these requirements may be issued by the National PRO Rally Series Manager.

A completed SCCA physical examination form and team member bio form, must be submitted with the license application for a National license to be issued. Competitors with odd-numbered year birth dates must have exams dated in an odd-numbered year. (A similar situation occurs for those born in an even-numbered year.) Forms are valid for two calendar years.

FIA-Rally Only licenses will be issued only to current SCCA National PRO Rally license holders. All competitors applying for their initial FIA-Rally Only License must have completed a National PRO Rally.

All competitors in Divisional PRO Rallies and Rallysprints must be members of SCCA and must hold a current, valid Divisional PRO Rally license or National PRO Rally license.

Previously unlicensed competitors must attend an introductory seminar or an approved PRO Rally school in order to be eligible for a Divisional License. An introductory seminar will be held prior to each Divisional event.

Any person who qualifies for a Divisional PRO Rally license by meeting all of the Divisional licensing requirements and SCCA membership requirements may be issued a temporary license by the Divisional Steward, free of charge and valid for only one event.

FIA listed drivers ARE EXCLUDED from driving stages in Coefficient (1) and (2) Divisional PRO Rallies. They may however compete in the role of co-driver at these events. FIA listed drivers MAY enter Coefficient (3) Divisional PRO Rallies and Rallysprints as drivers.

Application forms for national and divisional licenses are available from the SCCA Central Licensing Dept. *Divisional license applications are also available from the Divisional Stewards, and at Divisional events.* Licenses will be issued by the SCCA Central Licensing Dept. upon receipt of properly completed application forms and payment of appropriate fees. *Divisional Stewards may issue temporary divisional licenses, valid for 30 days, to qualifying competitors.*

The cost of a National license is $80.00. *A Divisional license costs $45.00.* Those competitors, within the same membership year, upgrading a Divisional PRO Rally license to a National PRO Rally license will be credited their paid Divisional license fee toward the National license fee. A National license will allow a competitor to compete in Divisional events as well as National events without purchasing a separate license.

7.5 Vehicle Registration

As evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner, the car registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. Evidence of a currently valid automobile liability insurance policy must be available for inspection and must reflect the entered vehicle description, vehicle identification number, and entrant name and address. Cars without the required documents will not start.

7.6 Vehicle Eligibility

A. Open Class --

1. The vehicle must be based on a model built by a recognized manufacturer listed in the NADA Official Used Car Guide. It is the intent of these rules that vehicles competing in the Open Class at National PRO Rallies be based on production vehicles. Innovation and modifications within the rules is not discouraged. "One-off" vehicles built from the ground up are explicitly prohibited.
2. Eligibility is restricted to street-licensed, closed-bodied four-wheel vehicles; fabric tops and side panels are prohibited.
3. All Open Class vehicles must meet the requirements of Appendix O.

For Divisional events, Group B vehicles are prohibited. Those Group B vehicles which competed in the 1988 season may be given a competition adjustment for use in future seasons. It is incumbent upon the vehicle owner to apply for said adjustment to the PRO Rally Board.

B. Standard Production and Production GT Classes --

1. The vehicle must be a model built by a recognized manufacturer listed in the NADA Official Used Car Guide.
2. All street-licensed, closed-body, four-wheel vehicles available for retail sales, in minimum quantities of 1000 per year, are legal.
3. Car shall be the current model year and previous six model years.
4. No updating or backdating of cars, models, and/or components is permitted.
5. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Dodge Shelby Charger, Dodge Omni GLH, Volkswagen Golf GTI, Ford Mustang SVO, Chevrolet Cavalier Z24; a model is a specific vehicle not a general category).

6. Vehicles titled as "assembled" or "shopmade" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production class Rules for that model year. The vehicle Identification number for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN plate or as the assembled title number stamped in the firewall.
7. All vehicles entered in either one of these two production classes must also comply with Appendix P to these rules.

C. Group A -- Group A will continue to be a separate class at National PRO Rallies. However, through lack of support, it might be integrated into a split displacement open class in the future. Cars competing in this category must meet the strict requirements of The Sporting Code Appendix J and Article 255--Specific Regulations for Group A in The Federation Internationale de l' Automobile year book, as referenced in Appendix "A" to these Rules, except for the following:
1. Article 252,8: Fuel quality is free, (i.e., no restriction on octane number).
2. Article 253,5: Fasteners for the boot lid are optional.
3. Article 253,6: Safety belts must conform to SCCA specifications.
4. Article 253,7: Fire extinguisher systems are optional for all classes, but recommended.
5. Article 253,8: Roll cages are mandatory for all cars and must conform to SCCA specifications, (i.e., with diagonal braces) or be FIA approved.

D. Rallytruck Class --
1. Eligible vehicles shall be those light duty, non-turbo charged, 2 wheel drive pick-up trucks sold in the U.S., with either 4 or 6 cylinder engines.
2. Trucks must be model year 1986 or newer.
3. Trucks competing in this class must also comply with the requirements listed in Appendix T.

Eligible vehicles need not adhere to the vehicle preparation requirements of Appendices O, P, A, or T to compete in Divisional PRO Rallies.

Vehicles that compete in Divisional PRO Rallies must pass an annual inspection performed by a licensed SCCA scrutineer within the previous 12 months and have that inspection noted in the vehicle log book.

7.7 Liability Releases

All entrants, drivers, co-drivers, manufacturers representatives, press, service crew members, rally committee members, worker and all persons engaged in pre-event and event vehicle activities (such as Press Stages) on an SCCA PRO Rally must sign a waiver, prior to the start of the activity, in such form as may be prescribed by the PRO Rally Department and/or the rally committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start. Service crew members not signing the waiver will cause the crew they represent to be penalized per Appendix C.

7.8 Vehicle Identification

A. 1. An area at least 30 inches wide, extending from the top of the door to the bottom of the vehicle, must be reserved on both (front) doors of each competing vehicle for the proper display of SCCA-required numbers, stickers, and sponsor advertising. The top four inches of the windshield must be reserved for the use of the SCCA. No other advertising, lettering or artwork shall appear in the reserved area. Cars failing to meet these requirements will not be allowed to start.

2. All competing vehicles in an SCCA sanctioned PRO Rally are required to carry the designated door panel, along with their appropriate car number, on both front doors of the vehicle. These decals and car numbers must be placed on the vehicle as shown in the diagrams given in Appendix I to these Rules.

B. All competing vehicles are required to display the SCCA approved club decal on each side of the vehicle. This requirement is in addition to the reserved area described in Paragraph A above.

C. All vehicles competing in the Production, Production GT, Group A and Truck classes will be so designated by the placement of a decal containing the letter(s) "P" (in the case of Production), "GT" (in the cases of Production GT), "A" (in the case of Group A), and "T" (in the case of Truck) following the car's number on each door of the vehicle.

D. The names of both the Driver and Co-Driver must appear on the vehicle in accordance with Appendix I to these Rules. The name must include at least the first initial and the entire last name of each team member in contrasting letters at least 1" high.

7.9 Commercial Advertising

All competing vehicles in an SCCA National PRO Rally may be required to carry event sponsor advertising supplied by the organizers.

Any competitor not wishing to carry the event sponsor advertising may be required by the organizer, or the National PRO Rally Series Manager, to pay an entry fee not more than twice the normal entry fee.

A. An area at least 14 inches wide and 10 inches in height must be reserved on both sides of each competing vehicle for advertising supplied by the event organizer.

The reserved area must be in between the forward edge of the front wheel opening, and the rear edge of the rear wheel opening, not lower than the mid-point of the side of the vehicle.

No other advertising, lettering, or artwork shall appear in the reserved area.

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B. An area at least 24 inches wide and 10 inches in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer.

The reserved area must be in the forward one-half of the hood, centered from side to side on the hood.

No other advertising, lettering, or artwork shall appear in the reserved area.

C. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Sections 7.8 and 7.9.

7.10 Refusal of Entry

SCCA reserves the right to bar any member from participating in the SCCA National or Divisional PRO Rally series. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

8. ENTRY FEES

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement.

9. SCRUTINEERING

Each vehicle entered in an SCCA PRO Rally shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection must be conducted under the direction of an appropriately licensed SCCA Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the SCCA PRO Rally Department and the organizer.

Items to be checked, in addition to those prescribed in Section 9.1, will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed in A-N and/or the event's Supplementary

Regulations shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the organizer may direct.

Any obvious illegalities in vehicle preparation and/or eligibility for the class entered noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward who will adjudicate the situation. Vehicles that do not meet the safety requirements will not be allowed to start. Competitors whose vehicles do not meet the regulations for the class entered may choose to run in the appropriate class. A tech sticker must be displayed on all competing vehicles prior to starting an event, and at all times during the event. Vehicles may be subject to further inspection at any time during the course of the event by a rally official. Vehicles found to be unsafe will be barred from further competition.

All vehicles must be presented in a neat and clean condition so as to not reflect poorly on the event or the series. All SCCA required and event required decals must be in place.

9.1 Minimum Requirements

The following vehicle equipment shall be operable and in a safe condition:

A. Headlights (high and low beams), parking lights and auxiliary driving lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. It must be possible to extinguish all forward facing driving lights and dip to low beam all headlights by the use of a single switch.

B. Taillights and stoplights.

C. Horn, windshield wipers and directional signals.

D. Rear-view mirror.

E. Footbrakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).

F. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited. Further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.

G. Mud flaps on all drive and rear wheels.

H. Roll cage meeting current SCCA or FIA specifications. SCCA specifications are listed in Appendix Z to these rules. Contestants wishing to build a roll cage to FIA specifications must provide evidence of compliance with those specifications at all PRO Rally safety inspections. Non-ferrous (aluminum) roll cages are not allowed.

I. All vehicles must be equipped with, and all competitors must use, occupant restraint systems as specified in Appendix Y of these Rules.

J. A laminated safety glass front windshield.

K. Battery: If the battery is located in the driver/co-driver compartment or the compartment containing a standard fuel tank, it must be equipped with leakproof caps enclosed in a non-conductive "marine type" box. The hot terminal must be insulated on all cars. All batteries shall be securely attached to the primary structure of the vehicle.

L. Hoods must be fixed closed with hood pins accessible from the outside. Other fastening devices, inside or out, must be rendered inoperative. For rallytruck and production classes: Hood pins will be optional. Either you follow the existing rules **OR** you leave the manufacturers system intact.

M. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, secureness of battery, seats and equipment in passenger compartment, video camera mounts, etc.

N. Two hooks, painted red or yellow, must be securely mounted to the vehicle, one in front and one in the rear. These must have an I.D. of at least 1 1/2 inches and be capable of supporting the weight of the vehicle if it were being towed out of a dangerous location.

In addition, each car must have aboard, in an accessible location, the following items of safety equipment:

A. First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent). It is recommended that all competitors in SCCA PRO Rallies complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.

B. Minimum of three (3) D.O.T. reflective triangles.

C. Halon or dry chemical fire extinguisher of at least 10 B:C rating or equivalent (combined total in one or more units). Halon is recommended. Dry chemical extinguishers must bear certification that they have been serviced during the current calendar year. Each dry chemical extinguisher shall be removed at tech and shaken to ensure that the chemical is not compacted in the extinguisher.

D. Tow rope.

9.2 Fuel Containers

No gasoline other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except SCCA approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. If conventional fuel tanks are fitted in the luggage compartment, there must be a fireproof bulkhead separating that compartment from the driver/co-driver compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle.

Fuel pumps, fuel fillers and filters shall also be isolated from the driver/co-driver by a fireproof metal bulkhead. Any nonstandard fuel line located in the passenger compartment shall be made of metal or a metal braided (Aeroquip type) construction, with self sealing threads at all connections.

Note: Fuel cell specifications are contained in the SCCA General Competition Rules.

9.3 Power Windows

The replacement of electrically operated windows by manually operated ones is optional.

9.4 Power Door Locks

Power door locks are prohibited and must be rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the SCCA PRO Rally Department.

9.5 Sunroofs and/or Roof Panels

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels must be replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

9.6 Noise Check

A noise check will be conducted at each event. The maximum allowable level cannot exceed 86 dba for any competing vehicle. The noise check should be conducted in the following manner: With the db meter 50 feet from the left side of the vehicle and the vehicle in a stationary position; run the engine up to 4000 rpm, momentarily hold at 4000 rpm and close throttle return to idle. Measurements are to be determined using the "fast response" setting on a suitably calibrated sound meter.

9.7 Helmets

1. Safety helmets for both driver and co-driver must conform to 1985 or newer Snell Safety standards.
2. All helmets must be of the SA type, i.e., not motorcycle spec.
3. The back of each helmet must be labeled in a neat manner with the following information about its wearer: Name, date of birth, blood type, allergies, date of most recent tetanus immunization, and other pertinent medical history (i.e., diabetes, etc.). Helmets that do not pass scrutineering will be confiscated and returned after the event.
4. Effective January 1, 1995, safety helmets for both driver and co-driver must conform to 1990 or newer Snell Safety standards (SA type, i.e. not motorcycle spec).

9.8 Driving Suits

Driving suits, manufactured of an SCCA approved fire retardant material, complete with identification per Appendix I to these Rules, must be worn by both drivers at all times during the event. Note: Approved materials are contained in the SCCA GCR's.

Driving suits are recommended but not required for Divisional Coefficient 1 events.

10. VEHICLE LOG BOOK

A standard SCCA Vehicle Log Book shall be used by all competitors at all SCCA PRO Rallies. Vehicles without log books will not be allowed to start.

Only one log book will be issued for each vehicle (other than by way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed a violation of these Rules.

The log book shall be issued by a currently licensed SCCA National Scrutineer. Each vehicle will have an identity number corresponding to that of its log book permanently stamped on its roll cage.

The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-). The vehicle number system beginning with the (001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this log book must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. During Scrutineering all deviations regarding both safety and legality will be noted by the Scrutineer. If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor.

If a car is protested during an event, the results of this protest must be noted.

Log books must be presented to any Rally official upon demand. Competitors will retain possession of the log book upon completion of scrutineering. Safety-related damage may be entered in the log book by rally officials.

C.A.R.S. Vehicle History Log Books are to be accepted at all SCCA events.

Any violation of Section 10 will subject the competitor to license suspension and/or fine of up to $250.00.

11. SUPPLEMENTARY REGULATIONS

Each SCCA PRO Rally shall have supplementary regulations covering areas NOT specified in these Rules and adding to rules contained herein.

The supplementary regulations for an SCCA PRO Rally shall include information such as schedules, local maps, local laws concerning vehicle preparation, (i.e. headlights and bumpers) awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction "exception" has been granted by the PRO Rally Department or the PRO Rally Board, (these exceptions must be noted as such in the Supplemental Regulations) supplementary regulations may not alter or contradict the PRO Rally Rules. If such contradictions occur, the PRO Rally Rules shall take precedence over the supplementary regulations.

Supplementary regulations shall be mailed by first class mail to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the supplementary regulations will be issued in writing.

12. THE EVENT

In order for an event to be eligible for PRO Rally Series sanction, it must meet the following standards.

12.1 Description

The PRO Rally Department requires that events in the PRO Rally Championship Series follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections.

12.2 Speeds

Time assigned to transit sections will take into consideration varying speed limits, either posted or unposted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for "quiet" zones.

Any stage road on which traffic will be controlled for the duration of the rally will have a zero target time assigned for scoring purposes.

12.3 Length

There must be a minimum of 100 miles of stages or 140 minutes of stage times, whichever is less, in a National PRO Rally.

Divisional Coefficient 1 competition includes two distinct types of events: pure stage format rallies and rally-sprint events. Rallies must have a minimum of 10 stage miles and a minimum of 2 stages in the course. Maximum stage mileage for this level of rally is 25 miles. No minimum mileage requirement is applied to rallysprint events.

Each Divisional Coefficient 2 rally must have a minimum of 40 and no more than 75 stage miles and a minimum of 5 stages in the route.

Each Divisional Coefficient 3 event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling the National PRO Rallies.

12.4 Starting Order

The starting order for entrants on all National PRO Rally events must be determined by a seeded draw using the mandatory seed groups listed below. Competitors must enter and compete in the highest seed group for which their qualifications make them eligible.

For seeds FIA, 1, 2, and 3, the draw within seed shall be combined as follows:

Open and Group A will be grouped together and then drawn; then Production GT; then Production; then Rallytruck.

For seeds 4, 5, 6: All classes in each seed shall be combined, then drawn.

The time, place and method of draw must be either stated in the event's entry or supplementary regulations. A listing of all competitors qualified for Seeds FIA, 1, 2, 3, 4, 5A, 5B, 6 will be provided to each organizing committee by the SCCA PRO Rally Department. The Event Steward may change the starting order for safety reasons.

An overall re-seed may be made after 15 stage miles; re-seeding within seed is allowed at any time convenient to the organizer.

The mandatory seed groups and qualifications therefore are:

Seed FIA-- FIA Internationally seeded drivers + those drivers having accumulated 65 or more seeding points in their best five (5) events during the current calendar year and/or the two previous calendar years. FIA listed events will draw FIA "A" drivers and "B" drivers as separate seeds. SCCA National PRO Rally events will draw FIA "A" and "B" drivers as one seed.

Seed 1-- Drivers having accumulated 25 or more seeding points in their best five (5) events during the current calendar year and/or the two (2) previous calendar years.

Seed 2-- Drivers having accumulated 7 or more seeding points in their best five (5) events during the current calendar year and/or the two (2) previous calendar years.

Seed 3-- Drivers having finished one time in the top fifteen (15) places **AND** one time in the top half of the finishers in events for which seeding points are awarded, during the current calendar year and/or the two (2) previous calendar years. This cannot be accomplished in one rally.

Seed 4-- Drivers having finished one time in the top 50% of the finishing field in an event for which seeding points are awarded, during the current calendar year and/or the two (2) previous calendar years; or having finished one time in the top two (2) places of a Coefficient 3 Divisional PRO Rally with at least ten (10) starters in the current calendar year and/or the previous two (2) calendar years; or having finished one time in the top fifteen (15) places of an event for which seeding points are awarded, in the current calendar year and/or the two (2) previous calendar years.

Seed 5A- Drivers having finished two (2) times in the top 50% of the finishers in Seeds 5A, 5B, + 6 in an event for which seeding points are awarded, during the current calendar year and/or the two (2) previous calendar years.

Seed 5B- Drivers having finished one (1) time in the top 50% of

the finishers in Seeds 5A, 5B, + 6 in an event for which seeding points are awarded, during the current calendar year and/or the two (2) previous calendar years.

Seed 6-- All others; Competitors who have not finished a National PRO Rally must attend a mandatory Steward's Briefing prior to the start of any SCCA National PRO Rally event in which they are entered.

National PRO Rally license holders may petition the PRO Rally Series Manager, presenting extraordinary circumstances or results, which would influence their seeding.

In NO case may a competitor lose more than one seed group from the highest seed group which they have ever attained. Any seeded competitor who does not finish a National PRO Rally over a two year period will be dropped from the seeded drivers list. Re-entry onto the seeded drivers list will be handled on a case by case basis.

Drivers earn seeding points by finishing in the top fifteen (15) overall positions in any SCCA National PRO Rally. Points for each finish position are awarded on the same basis as the SCCA National PRO Rally Championship Series, (i.e., 1st-20 points, 2nd-15 points, etc.)

Canadian residents and citizens will be afforded the same seed as they maintain on the C.A.R.S. seed list. Non-FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the event organizer to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of the Event Steward.

All FIA, 1, 2, 3 Seeded Drivers who have entered any national series event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected based on their seed group.

The seeding list will be updated by the PRO Rally Series Manager after each sanctioned National PRO Rally. Seeding positions can be bettered, but not reduced, during the calendar year.

For the purpose of establishing a safe and orderly starting order at Divisional PRO Rallies and Rallysprints, the following Divisional seed groups will be used:

Seed 1-- Drivers listed on the National PRO Rally Seeding List in Seeds FIA (Coefficient 3 only), One and Two.

Seed 2-- Drivers listed on the National PRO Rally Seeding List in Seeds Three and Four or drivers with a top three (3) finish at a Divisional rally.

Seed 3-- Drivers listed on the National PRO Rally Seeding List in Seeds Five A or Five B or drivers with at least one top ten (10) finish at a Divisional rally.

Seed 4-- Drivers with an eleventh (11) overall or lower finish at a Divisional event.

Seed 5-- Drivers yet to finish a Divisional PRO Rally.

Seed 6-- Drivers who have not yet competed in a PRO Rally.

The Divisional PRO Rally Steward, or his authorized agent, may change the starting order of any Divisional event for safety reasons.

12.5 Route Book

A. All National *and Divisional Coefficient 2 and 3* PRO Rally events must use the standard Route Book format as described in the current National PRO Rally Rules for Organizers:

1. Top Information Area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.)
2. Page Columns (reading from the left margin):
   Column 1-- Numerical line reference number, beginning at the number "1" and numbered consecutively throughout the route book or beginning at the number "1" at the top of every page.

Column 2-- Overall accumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC,RGC, or ATC).

Column 3-- Interval mileage from the preceding instruction.

Column 4-- A map diagram (tulip or alpine) showing the correct route at all instructed intersections.

Column 5-- Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

Column 6-- Decreasing remaining mileage from each instruction to the end of the road section.

3. Bottom Information Area: Gives the mileage to the next instruction of the following page.

B. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. The object of the National PRO Rally Series is to offer a driver challenge, course following is to be easy as possible.

C. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 ft.) of the action point on the right side of the road. Since course arrows and banners are supplemental to the Route Book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, the route book will prevail.

D. Changes to the route book should be implemented via written instructions.

12.6 Practice and Pace Notes

Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.

Practicing in the area of an event shall be banned for a period of 90 days prior to each PRO Rally. Practicing is defined to be reconnaissance of the rally route in any vehicle, whether driver

or passenger. The penalty for violation of this regulation shall be a mandatory one year suspension of the competitor's FIA and/or PRO Rally License(s).

Pace notes shall be banned on PRO Rallies and each event should conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory three-month or two National events (whichever is shorter) suspension of their FIA and/or PRO Rally License(s), and immediate disqualification from the event.

Pace Notes are defined as detailed notes on the route prepared in advance. Notes prepared during competition are not considered Pace Notes.

12.7 Stages

The definition of a stage and its regulations are given below:

A. The stage must be identified in the route instructions, with mileage for the start and finish control.

B. Competitors shall start the stage at the 00 second mark of their Time Out Minute.

C. Competitors must start the stage on separate minutes.

D. All intersections within a stage shall be controlled by a marshal (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).

E. There shall be no habitation within the stage unless the occupants consent in writing.

F. The road chosen as the stage shall be of such a nature that it is virtually impossible to sustain a speed in excess of legal maximum speed and shall be suitably marked to prevent incorrect course following.

G. During stages, both driver and co-driver must wear helmets and driving suits conforming to the PRO Rally Rules. Driver's suits are recommended for Coefficient 1 Divisional PRO Rallies.

H. The occupant restraint system required in Article 9.1.I of the Rules must be worn at all times during the event.

I. Windows in the driver and co-driver doors must be rolled-up during stages. Window safety nets must be used in lieu of having windows rolled-up during stages. (See Appendix Y, Proper Window Net Installation.)

J. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Event Steward.

K. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition.

12.8 Controls

A. General Information

1. All Controls must be noted in the route book, except Observation Controls which must not be referenced in the route book.
2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF (Did not finish).
3. Should a Control not be placed, the arrival time at the next control which is in place should be calculated by adding the transit time and the "bogey" (slow) time for the special stage, if applicable, plus 3 (three) minutes for EACH control not placed. (Thus 6 minutes if both start and finish of a stage are not placed.) An ATC, with a special stage start, is considered one 1 control.
4. The target time for covering the distance between two controls of a transit section will appear on the Time Card; should a discrepancy occur between the Route Book and the Time Cards or the Time Cards and the marshal logs, the Time Cards should be deemed official and correct.
5. Throughout the event, the Official time will be the local time synchronized with WWV; all controls will have Official time available to competitors. Hours and minutes may be shown either in a 12 or 24-hour clock format.

6. All controls, (i.e., Observation, Main Time Controls, Arrival with Start Controls, and Regrouping Controls), will be indicated by means of SCCA approved signs. The beginning of the control area is marked by an open gate sign; at a distance of about 100 feet, the position of the control car is marked by a clock sign; the end of the control area, approximately 100 feet farther on, is marked by a cross bar sign. Should this sign not be placed, the competitors must assume that the Control Zone has ended 100 feet after the Time Control sign or Special Stage start sign.
7. All control areas, (i.e., all areas between the open gate sign and the cross bar sign) are considered Parc Fermes (see 12.8.G). Competitors will be considered to be in the control area the moment they check into the control, whether or not their car is within the physical boundaries of the control zone. A 10 minute penalty will be assessed for violation of this rule.
8. The target check-in time is the responsibility of the competitors, who may consult the official clock at the control before handing the marshal their time card. However, the control marshal may not give them any information on their target check-in time.
9. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last competitor, plus exclusion time.
10. Competitors must follow the instructions of the marshal in charge of any control. Failure to observe this may lead to exclusion from the event or a 10 minute penalty, at the discretion of the Event Steward or the Event Chairman.
11. Competitors may not mark on the Time Cards. Failure to observe this may lead to exclusion from the event or a 10 minute penalty, at the discretion of the Event Steward or the Event Chairman.

B. Observation Controls

Observation Controls are used to check for contestant violations of state laws (especially speeding) in transit sections, contestants' use of "Pace Notes" in special stages, and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from a preceding control or may be checked by radar, the latter being preferred. When used to check for pace notes, it should be located co-incident with a Start or Finish Control. In any event, some type of mark must be given out on the time cards, to verify the contestants' passage.

Each event should have at least one Observation Control for the purpose of determining if competitors' cars are adhering to state vehicle codes. Competing cars determined to have violated these rules shall be disqualified or penalized per 12.9 of these rules.

C. Timing Controls

1. A crew member may enter the control zone on foot and check the clock, prior to handing in the time card. The other crew member and the car do not need to be in the control zone at that time.
2. The target check-in time is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the previous Special Stage, or to the out time from the previous time control, these times being expressed to the minute (THE SECONDS HAVING BEEN DROPPED).
3. Checking in can only be carried out if the two crew members and the car are in the control zone and within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the members hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".

4. Should a blockage occur at an Arrival Time Control and the competing crew is unable to reach the timing line (the clock sign) with their vehicle, one of the drivers must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.
5. The competitor does not incur any penalty for checking-in before time (early) if the vehicle enters the control zone during the target check-in minute or the minute preceding it. If a crew and car enters a control zone more than one minute before their check-in time, the marshal shall note this occurrence and make a report to the Event Steward.
6. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a crew who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.
7. At a MTC (Main Time Control) crews may check-in before the target time without incurring any penalty if the crew announces the time to the minute which they want to be checked-in and providing that minute has not already passed. If the requested minute has passed, they will be given the current minute.
8. Any difference between the actual check-in time and the target check-in time will be penalized as follows:

   For early arrivals: One minute per minute or fraction of a minute.

   For late arrivals: One minute per minute or fraction of a minute, unless specified in the Supplementary Regulations. (The only other possibility is 10 seconds per minute (20 hundredths)).

D. Special Stages

1. At an Arrival Time Control, followed by a start control for a special stage, the following procedure shall be applied:

   These two controls shall be included in a single control area, the signs for which shall be laid out as follows:

   i) Open gate sign (beginning of zone)
   ii) Clock sign (timing car), at a distance of about 100 feet
   iii) Furled flag sign (start of special stage), at a distance of about 200 feet
   iv) Cross bar sign (end of control zone), at a distance of about 100 feet (if used)

2. Each control shall be equipped with at least two accurate time pieces.
3. Competitors are forbidden to drive in the opposite direction to that of the rally, under pain of action by the Event Steward.
4. At the Arrival Time Control at the end of a transit section, the marshal shall enter on the time card the check-in time of the crew, and also its ideal starting time for the following special stage. The marshal will normally allow two minutes between these times, and the crew must be ready to start at that time. The starting interval between all cars for special stages will be one (1) minute, unless retirements or lateness has caused a longer interval.
5. It is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two minute "window."
6. Start of a special stage will be as follows:
   a. The crew and the car will go immediately to the start of the special stage (furled flag sign). The marshal there will enter on the competitor's time cards the actual starting time for the stage, hour + minute, which will normally

correspond to the ideal starting time. He will hand the time cards back to the crew and will countdown aloud: 30" - 15" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, at which time the car must leave.

b) The actual start of the special stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."

c) In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the special stage will be official.

7. A false start, particularly one made before the marshal has given the 'go' signal, shall be penalized by 2 minutes. The starting marshal is the sole authority in regard to a crews' starting time.

8. Special stages will end in a flying finish; stopping between the flying finish and the clock sign is forbidden. At a distance of 0.1 to 0.3 mile after the finish, the competitors must stop at a control indicated by a clock sign to have their finishing time entered on the time card (hour, minute and second). The end of the control zone at the finish of a special stage shall be marked with a cross bar sign (if used). After receiving the time cards back from the control marshal, the competitors must leave the area immediately.

9. Exclusion from the event:

a) Any lateness exceeding 30 minutes on the target time between two timing controls, or a lateness exceeding 30 minutes on the bogey (slow) time of a Special Stage, or a total lateness of more than 30 minutes will result in the exclusion of the crew.

b) In no case may early arrivals be used as a means of reducing the lateness resulting in exclusion.

c) Exclusion for exceeding the maximum permitted lateness may only be applied at an MTC, a regrouping control or the end of the rally.

d) The maximum permitted earliness for the entire rally will be 10 minutes; more than 10 minutes earliness will cause the competitor to be excluded from the event.

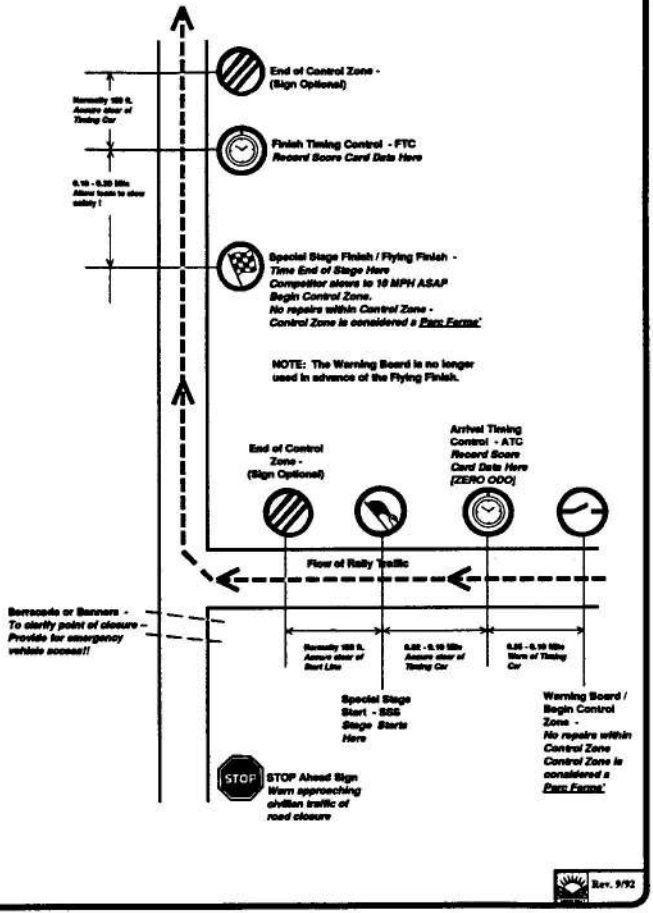
E. Regrouping Controls

1) Regrouping controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing the time controls. These should NOT be considered MTC's, and thus early arrival is NOT permitted.

2) The purpose of these regrouping controls will be to reduce the intervals which may occur between competitors as a result of late arrivals or retirements. The re-starting time from these regrouping controls and not their length must be taken into account.

3) On arrival at these regrouping controls, crews will receive instructions on their re-starting time. They then must drive their car immediately and directly to the Parc Ferme (if one exists). The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards may or may not be issued.

Standard Stage Setup


End of Control Zone - (Sign Optional)
Finish Timing Control - FTC
Record Score Card Data Here
Special Stage Finish / Flying Finish -
Time End of Stage Here
Competitor slows to 10 MPH ASAP
Begin Control Zone.
No repairs within Control Zone -
Control Zone is considered a Parc Fermé
NOTE: The Warning Board is no longer used in advance of the Flying Finish.
End of Control Zone - (Sign Optional)
Arrival Timing Control - ATC
Record Score Card Data Here (ZERO OOO)
Flow of Rally Traffic
Barricade or Banners -
To clarify point of closure -
Provide for emergency vehicle access!!
Special Stage Start - SSS
Stage Starts Here
Warning Board / Begin Control Zone -
No repairs within Control Zone
Control Zone is considered a Parc Fermé
STOP
STOP Ahead Sign
Warn approaching civilian traffic of road closure
Rev. 9/92

F. Parc Expose

This is the place where a competitor may be required to bring his car, as stated in the Supplementary Regulations, for public viewing. Inside the Parc Expose anyone may enter; any operation, checking, tuning or repair is allowed, whether the work is done by the competitor or a service crew.

The Supplementary Regulations will specify the time and place where the Parc Expose will be located. If a Parc Ferme is also incorporated with the Parc Expose, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Expose is under the control of the appointed rally officials; these officials are authorized to give orders to the competitors. The Parc Expose may become a Parc Ferme at a time specified in by the organizer.

Competitors may be required to bring their cars to a Parc Expose no more than 6 hours before the start.

Failure to report on time, to a Parc Expose before the start, will result in a fine of $100.00, payable to the Event Steward.

G. Parc Ferme

The Supplementary Regulations shall specify the place and time of the Parc Ferme. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. The surveillance shall be carried out by rally officials; these officials are responsible for its operation.

Inside the Parc Ferme, only rally officials may enter. As soon as the drivers have parked their car, they must leave the Parc Ferme. They will be allowed to re-enter (or enter) the Parc Ferme 10 minutes before their re-start (or start) time; any violation of the latter will result in a time penalty similar to early arrival at a time control.

No operation, checking, tuning or repair, including tire changing and refueling, is allowed in a Parc Ferme. If the organizers or the Event Steward consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized similar to early arrival at a time control. If the competitor cannot present his

car in a road worthy condition, to the MTC Out, during his proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

Control zones are considered Parc Fermes.

Failure to report on time, to Parc Fermes before the start, will result in a fine of $100.00, payable to the Event Steward.

12.9 Time Assessments

The event organizer or Event Steward has the right to correct whole-minute timing errors.

All official time assessments may be made in either minutes and seconds (preferred) or minutes and hundredths. However, if minutes and hundredths are used, the final score MUST be transferred to hours, minutes and seconds for use with the overall results.

The following time assessments will apply to all SCCA PRO Rallies:

A. 1 second for each second taken to traverse a stage.

B. 1 minute for each minute early at a Time, Main Time, Arrival, or Regrouping Control.

C. 1 minute (or 10 seconds [20 hundredths], if so specified in supplementary regulations) for each minute late at a Time, Arrival Time, Main Time, Regrouping Control, Parc Expose or Parc Ferme during the rally.

D. 2 minutes for starting a stage before the starter has given the signal to "go."

E. 1 minute for every mile per hour over 5 mph above the speed limit; exclusion for more than 15 mph above the speed limit.

F. 5 minutes and/or discipline per section 15.3 for unreasonable delay of another competitor on a stage.

G. 5 minutes for initial traffic citation (other than speeding See 12.9.E. above); exclusion for additional citation.

H. 10 minutes or exclusion, at the discretion of the Event Steward or Event Chairman, for refusing reasonable directions from a rally official or for competitors marking on their time cards.

I. 10 minutes for violation of control area (12.8.A.7).

J. 10 minutes for violation of 12.8.G, paragraph 3, sentence 1.

K. 1 minute of MPL (Maximum Permitted Lateness) will be accumulated for each minute of late arrival at a Time, Main Time, Arrival or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a special stage.

L. 1 minute of MPE (Maximum Permitted Earliness) will be accumulated for each minute of early arrival at a Time, Main Time, Arrival or Regrouping Control.

M. For a competitor to be scored, he must have:

1. Complied with 12.8.A.2, and
2. Completed all special stages in their entirety, as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line. Non-compliance will result in the competitor being assessed the slowest time for the special stage for the first infraction, and exclusion for the second.

N. When a special stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the steward(s) consider that the slowest time set is abnormal, he (they) may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.

12.10 Quiet Zones

Quiet Zones are portions of the rally route where competitors must proceed under the following conditions: Maximum speed 5 mph below the speed limit; Low beams only; Make as little noise as possible. The penalty for violation of this rule will be 5 minutes.

12.11 Course Opening and Closing

Each PRO Rally shall employ a minimum of one (1) course opening vehicle to precede the first competitor on the route by approximately thirty (30) minutes. NO competition vehicle will be allowed to begin any special stage before the course opening vehicle has cleared the stage and declared it open for competition.

Every PRO Rally Series event shall also utilize at least one (1) sweep vehicle for the purpose of control closing. Another vehicle(s) must be assigned to aid competitors.

12.12 Force Majeure

While event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. The obstruction is "Force Majeure".

Such unexpected obstructions are generally the result of three conditions: 1) Conditions of Force Majeure, 2) Conditions created by competitor error, 3) Conditions created by organizer error.

Claims arising from conditions created by (3) organizer error, may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of (1) Force Majeure or (2) Competitor error, are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per the PRO Rally Rules, or deny the organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field.

12.13 Service Crews and Servicing

Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; OR repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parc Fermes, Control Zones, etc. Accepting help from the sweep crew is therefore o.k.

A. Servicing is only allowed at the times and locations designated in the Route Book. Servicing at other locations on or off the route is forbidden.

B. Each service vehicle and all members of the service crew must register with the organizer and sign the SCCA Waiver and Release. Servicing by unregistered people is not permitted.

C. Service vehicles are required to carry a fire extinguisher in accordance with Section 9. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crew member shall have the fire extinguisher in hand in close proximity to the refueling procedure.

D. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.

E. Service vehicle identification, issued by the organizers, must be placed on the right front door at the vehicle so as to be visible from an "O" control.
Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.

F. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to the competitors for whom the service crew is registered.

12.14 Emergency Procedures

Reflective triangles are to be set out at a minimum of 20 yards toward approaching rally traffic any time a vehicle is stopped on a stage, even to change a tire. They are to remain in place until the vehicle is removed from the area and must be removed at that time.

In the event of serious injuries the competitors are to display the Red Cross Symbol, found inside the back cover of the route book, and following competitors are required to stop and render aid. If the crew is physically unable to display the Red Cross Symbol, (i.e., trapped in the car, and no symbol or triangle is visible) the following crew must assume help is necessary and is required to stop.

If there is no Red Cross available at the scene of the accident the first car on the scene will provide the Red Cross from their route book. The first car to arrive at the scene must assess the situation, render aid and contact the emergency services net.

If a crew is stopped in a stage, unable to continue, but do not need medical attention, they must display the "OK" sign found on the opposite side of the Red Cross to following rally cars. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must obtain an SCCA Incident Report Form from the Event Steward, the Safety Steward or the organizer and file it within ten (10) days with the SCCA PRO Rally Department. Failure to do so will result in a license suspension and/or fine of $100.00.

Failure to post warning devices, misuse of the Red Cross or failure to stop if the Red Cross Symbol is displayed is reason for immediate exclusion from the event and/or possible reprimand from the SCCA PRO Rally Department, per section 15 of these Rules.

12.15 Vehicle Impound

The first place vehicle in the Rallytruck, Production, Production GT, and Group A classes at a National PRO Rally may be impounded for inspection at the conclusion of the event. Other vehicles may be selected by the SCCA National PRO Rally Series Manager. Competitors whose vehicles are to be inspected/torn down will be informed at the final MTC; at this time they must make a representative available to assist the PRO Rally Series

Manager and his assistants. Competitors will be disqualified if:

A. they fail to follow the impound instructions of the SCCA National PRO Rally Series Manager or his designee

or

B. the vehicle is found to be illegal.

The competitor shall be responsible for performing the disassembly, reassembly and resulting expense for any inspection to confirm vehicle legality, ordered by the SCCA National PRO Rally Series Manager or his designee.

12.16 Prize Fund and Awards

The event prize fund shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the supplemental regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

12.17 Results

Official results, on the SCCA PRO Rally results form, must be mailed to all entrants, both driver and co-driver and the SCCA PRO Rally Department within 15 days of the event. These results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include class designations for finishers and non-finishers.

"Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the supplementary regulations. Scores shall be signed by the Chairman and declared official 30 minutes after the provisional scores are posted. Once the results have been properly declared official they may not be changed, even if an error should later be discovered. Only the results of claims filed during the 30 minute time period may alter the scores.

13. CLAIMS

The right to file a claim lies with any competitor who may consider himself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

Two types of claims are possible:

An INQUIRY is an informal written communication from the competitor to the organizer, describing a situation and/or requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing.

A PROTEST is a written communication, on an official protest form, from a competitor to the protest committee.

All protests shall be settled by a three person committee. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and two other members, selected by him or her. The meeting will be chaired by he Event Steward who will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held.

Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a $50.00 fee, in cash, per item. These forms will be available at the final MTC IN, or from the Event Steward. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be given to the claimant.

Monies from claims which are denied and which are kept by the Protest Committee shall become the property of the Event Steward.

A. Claims Against the Conduct of the Event:

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final Main Time Control. Claims prompted by the posting of provisional scores shall be submitted within thirty (30) minutes of the posting of those scores and must be based on information contained in those scores.

B. Claims Against Competitors:

Claims submitted against the actions of another competitor must be submitted within thirty (30) minutes of the contestant's in time at the final Main Time Control.

C. Claims Against Vehicles:

A claim against the legality of a competition vehicle shall be lodged no later than the start of the first car from the first time control. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event.

Any vehicle found by the Claims Committee to be in violation of vehicle eligibility or preparation shall be disqualified. The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and reassembly. This cash bond shall be at a minimum $200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond which shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Claims Committee at the end of an event with the exception of Automatic Penalties listed in Appendix C of these rules.

14. APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Claims Committee.

A written notice of intention to appeal and one half of the appeal fee ($100.00) must be given to the Event Steward within thirty (30) minutes of the announcement of the decision of the Claims Committee. A written notice of appeal, and including the balance ($100.00) of the appeal fee of $200.00, shall be received by the SCCA PRO Rally Department within ten (10) days after the announcement of the Claims Committee's decision.

An appeal will be heard by a Court of Appeals appointed by the SCCA PRO Rally Department to consider its merits. The Court of Appeals will render a final decision within fifteen (15) days of the receipt of the written appeal.

Appeals that are upheld may alter the official results of an event but will NOT affect the trophies already presented by the event's organizers.

Pending the disposition of an appeal, all cash awards effected by the appeal shall be withheld until its resolution.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee which may be forfeited if the Court of Appeals does not find for the appellant.

15. CONDUCT OF CONTESTANTS

15.1 Required Conduct

Every contestant shall conduct himself in a gentlemanly and sportsmanlike manner at all times during an SCCA PRO Rally in his dealings with the public, with other contestants and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event, will be severely disciplined and immediately removed from the event, by the Event Chairperson, the SCCA National PRO Rally Series Manager at National events, *or the Divisional Steward at Divisional events.*

15.2 Charges

Any contestant charged with an offense under this Article shall be fully appraised of the charges and afforded an opportunity to answer them in writing to the SCCA PRO Rally Department.

15.3 Discipline

Any contestant so charged who in the SCCA PRO Rally Department's judgment is guilty of ungentlemanly or unsportsmanlike conduct or other reprehensible behavior in connection with a National PRO Rally shall be disciplined by the PRO Rally Department. Discipline shall take such of the following forms as the PRO Rally Department may deem to be commensurate with the nature and gravity of the offense:

A. A private letter of warning shall be written by the PRO Rally Department to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in sterner disciplinary action; or

B. A letter of censure shall be issued, with or without notice to the SCCA member, setting forth his breach or breaches of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in SCCA PRO Rallies for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or

C. Suspension from the SCCA PRO Rally program up to a period of one year from the date of the offense; and a $500.00 fine; or

D. The SCCA PRO Rally Department shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

Any person charged with a violation of this rule in connection with a Divisional PRO Rally will be appraised of the charge and afforded an opportunity to answer them in writing to the PRO Rally Board. Any person so charged who, in the PRO Rally Board's judgment, is guilty of ungentlemanly or unsportsmanlike conduct or other reprehensible behavior shall be disciplined by the Board. Discipline shall take one of the following forms as the Board may deem to be commensurate with the nature and gravity of the offense:

1. *A private letter or warning shall be issued by the PRO Rally Board to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or*
2. *A letter of censure shall be issued describing the misconduct and censuring him for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in his*

automatic disqualification from participation in SCCA Divisional PRO Rally events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or

3. *A fine of up to $250 may be imposed by the event steward, or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to the SCCA National Rally/Solo Department by the steward or court.*
4. *Suspension from participation in any SCCA Divisional PRO Rally event for an indefinite period of time; or*
5. *The PRO Rally Board shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.*

The PRO Rally Board will honor and extend to the Divisional Series any discipline issued by the National PRO Rally Department against a competitor.

16. ANNUAL NATIONAL PRO RALLY SERIES CHAMPIONSHIPS

16.1 Driver and Co-Driver

Each year the SCCA shall recognize National PRO Rally Series Championships in two categories which shall be known as Driver and Co-Driver. Competitors in the Rallytruck Class, Open Class, Production Classes, and Group A shall also be eligible for separate Championships for Drivers and Co-Drivers. The National PRO Rally Series Championships shall be determined on the basis of points earned in sanctioned point events. Each January, the National PRO Rally Series Manager will decide how many events Drivers and Co-Drivers may count toward the year-end championship. (In theory, 70% of National points events will be able to be counted for these championships.)

Any Coefficient 3 Divisional PRO Rally can award National PRO Rally Championship points, if approved for such by the PRO Rally Board and the SCCA National PRO Rally Series Manager at least 3 months in advance. Such rallies will award championship points equal to 60% of a national event.

When a Coefficient 3 Divisional PRO Rally is to award National PRO Rally Championship points, the event will be conducted per the Divisional PRO Rally Rules, with the following exceptions:

a. the rally will be scored as one event, with National points being awarded to National licensed competitors; Divisional points will only be awarded to competitors qualifying for Divisional year-end points;

b. qualified entrants can run BOTH events, if they pay the appropriate fees;

c. the course will be the same for both events;

d. the starting order formula will be established jointly by the PRO Rally Board and the National Series Manager.

The series overall championship will be determined by the Driver and Co-Driver who accumulate the most points in the overall category.

In case of ties in final point standings, they will be resolved according to each competitor's record of first-place finishes, then if necessary, the number of second-place finishes, then if necessary, the number of third-place finishes, and so on, down to 10th position. All events entered will be considered for tie breakers.

A. Points shall be awarded to both Driver and Co-Driver based on the competitor's overall finishing position as follows (also see 7.4):

First	20 points
Second	15 points
Third	12 points
Fourth	10 points
Fifth	8 points
Sixth	6 points
Seventh	4 points
Eighth	3 points
Ninth	2 points
Tenth through Fifteenth	1 point

B. Two additional points will be awarded to each Driver and Co-Driver starting each National event. (This does not include Divisionals counting for National points.)

Example: If a competitor starts 7 events, he/she would receive 14 points, in addition to any finishing position points.

Competitors in the Rallytruck Class, Open Class, Production Classes and in Group A will also receive points earned for separate championships based on their starting and finishing position within class. The same points system as above will be used to calculate standings in these championships.

Points earned in one category or class are not transferable to any other category or class. The SCCA PRO Rally Department shall annually determine the number of national awards to be presented to the National PRO Rally competitors in each category and class and the place and time of the annual awards ceremony.

16.2 Manufacturer

There shall be competitions for all automobile and tire manufacturers, domestic and foreign, in National PRO Rallies for Rallytruck, Open, Standard Production, Production GT, Group A and Overall classifications. The winners shall be the marques compiling the highest total points in each category. National PRO Rally Manufacturer points shall be scored 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 except that only the best-placed car of each marque shall receive points.

Manufacturer's Championships shall be determined on the basis of points earned in all events counting for National Championship points.

In case of ties in final point standings, they will be resolved according to each marque's record of first-place finishes, then, if necessary, the number of second-place finishes, then, if necessary, the number of third-place finishes, and so on, down through tenth place.

17. NORTH AMERICAN RALLY CUP

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this Cup must be Canadian or SCCA National Championship events designed eligible by each sanctioning body on their calendar for the current year. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

17.1 The Drivers and Co-Drivers Championship shall be based on the following:

A. points are accumulated based on overall finishing positions at events entered

B. a competitor may count their best six (6) events in the series

C. competitors must start two events in each country, but may only count four (4) events within any one country. Points will be awarded per 16.1.A. The tie-breaking procedure will be per 16.1.

D. there will also be a championship for drivers and co-drivers in both Production and Production GT. Points will be awarded similar to 16.1.A.

17.2 North American Rally Cup for Manufacturers

This Cup for Manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

A. If the winning make of automobile is not manufactured in North America, the Cup will be received by the appointed distributor or agent.

B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make, per the schedule in 16.2 above, in all events qualifying per Section 17.

C. The tie-breaking procedure will be per 16.2.

D. The vehicle need not be the same model or year to be considered the same (i.e., the Cup will determine the make of automobile winning the most points such as Ford versus Chevrolet not Ford Capri versus Ford Escort, etc.).

E. Similar manufacturer Championships will be presented in the Production and Production GT.

18. ANNUAL DIVISIONAL PRO RALLY SERIES CHAMPIONSHIPS

As a general rule, vehicles will run in a single class. An event organizer, with the prior approval of the Divisional Steward, may divide his entry fields into classes for the purposes of event prize giving or the computation of points for independent regional championships.

Divisional stewards may, at their option, establish a production class within their division. The class will consist of any vehicle which appears on the current national series standard production list or on previous editions of that list. Vehicles which have been reclassified will retain their most recent classification (i.e., Plymouth Fire Arrow is a GT car).

18.1 The Divisional PRO Rally Season

The 1993 Divisional PRO Rally Season will run from October 13, 1992 through September 8, 1993 - the first Tuesday after Labor Day. Thereafter, the Divisional PRO Rally season will always begin on the first Wednesday after Labor Day and end on the first Tuesday after Labor of the following calendar year.

Trophies will be awarded to the Divisional Champions at the end of each season. Individual Divisional Stewards may establish other awards and prizes, in conjunction with the PRO Rally Board, as deemed appropriate.

18.2 Driver and Co-Driver

Divisional PRO Rally Driver and Co-Driver Championship titles have been established in each Division. The titles will be determined by the highest number of validated points earned by eligible competitors during each declared season.

1. *Any driver rated National Seed 2 through 6 at the start of the Divisional PRO Rally season is eligible to compete for the Divisional Championship except for Seed 2 drivers who compete in three or more events awarding National points during the Divisional PRO Rally season.*
2. *Co-drivers competing in a Divisional event with ineligible drivers (per 13.1) may not collect points for that event.*
3. *The competitor's Region of Record at the start of the Divisional PRO Rally season will determine the Division of Participation for the purpose of championship calculations.*

Only officially sanctioned Divisional PRO Rallies and Rallysprints will award points for the purpose of determining Divisional Champions. Each Divisional PRO Rally Steward may at his/her option, with prior approval of the PRO Rally Board by January 1 of each year, increase the number of events which count toward their Divisional Championship.

1. *Points will be calculated as follows:*

First	*20 Points*	*Eighth*	*8 Points*
Second	*18 Points*	*Ninth*	*7 Points*
Third	*16 Points*	*Tenth*	*6 Point*
Fourth	*14 Points*	*Eleventh*	*5 Point*
Fifth	*12 Points*	*Twelfth*	*4 Points*
Sixth	*10 Points*	*Thirteenth*	*3 Points*
Seventh	*9 Points*	*Fourteenth*	*2 Points*
		Fifteenth and all finishers	*1 Point*

2. *Event Coefficient designations will act as multipliers. For example, a first place finish in a Coefficient 1 event gains 20 points while a first place finish in a Coefficient 3 event gains 60 points.*
3. *Drivers and co-drivers may earn points in either category of the championship, but they may not combine these points to produce one total.*
4. *Competitors may count either their best six events or two-thirds of the number of events conducted in their Division (rounded to the nearest whole event), whichever is greatest.*
   a. NO more than two of those events may be events held outside of their Division.
   b. Competitors who have held a major position on a Divisional rally during the competition year (Chairman, Rallymaster/Clerk of the Course, Chief of Controls, Safety and Emergency Coordinator) may count a third out of division event toward their event total for championship points. The selected event may be any coefficient level. If the level is lower than that organized, the competitor may only count points for the level of the event run. If the event is higher than the event organized, the competitor may only count points based on the level of the event he or she organized. Example, a person organized a level two event, but runs a level three event and finished fifth. He or she may count points for finishing fifth in a level two event.
   c. Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to the following three positions of the organizing committee: 1) Chairman, 2)

Rallymaster, and 3) Chief of Controls. These points are limited to one position per season per person.

5. *The highest number of points gained will determine the champions in each Division.*
6. *Ties will be resolved on the following basis. From the best six events counted by the tied competitors, the winner shall be:*
   a.The competitor with the most points earned within the Division.
   b.If further resolution is required, the points earned on best Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events are counted.
7. *In the awarding of points for championship purposes, the finishing positions held by excluded drivers, FIA listed drivers and drivers seeded in 1 and 2, will be ignored. For instance, if the first overall finishing position is held by a Seed 1 driver and the second overall finishing position is held by a Seed 3 driver, the Seed 3 driver will be awarded 20 points.*
8. *Points earned at eligible events will be calculated into the competitor's score when event organizers provide official results to the designated pointskeeper.*

18.3 Divisional Championship Run-offs

Each season the Divisional Champion drivers will be invited to a PRO Rally to compete among themselves for the Divisional PRO Rally Driver's Cup.

1. *Champions will be determined on the basis of points earned during the Divisional PRO Rally Season.*
2. *Invitations to the Divisional runoff's are extended to the first and second place drivers from each Division.*
   a.If either driver declines the invitation, then the third place driver from that division will be invited in their place.
3. *Highest finishing invited Divisional driver at the run-off will win the title.*
4. *The presentation of the Divisional PRO Rally Driver's Cup will be made at the Divisional PRO Rally awards ceremony.*

18.4 Overall Co-Driver Championship

An Overall Co-Driver Champion will be selected from among the Divisional Co-Driver Championship winners. Competitors may count up to and including five of their best events, i.e., those finishes gaining the most points, rather than simply their best overall finishes. The Overall Champion will be determined on the basis of the total points scored in those events.

19. ANNUAL DIVISIONAL PROGRAM AWARDS

19.1 Best Event Within Division

This award is established to recognize and reward the efforts of the organizing committee of Divisional PRO Rallies without whom the Divisional PRO Rally Series could not function.

Selection will be made on the basis of the top scoring event using the following formula:

50% - results of competitor evaluation reports (CER's). Events must have a 50% return rate on CER's in order to be eligible.

25% - evaluation of the event Steward.

25% - evaluation of Divisional PRO Rally Steward. This award will be presented at individual Divisional Awards Ceremonies. This event, (i.e., the 1990 "Southern Pacific Divisional PRO Rally") will be recommended to the PRO Rally Board as one of the seven finalists for "Divisional PRO Rally of the Year."

19.2 Divisional PRO Rally of the Year

Each season the PRO Rally Board will declare one Divisional Rally, "Divisional PRO Rally of the Year." The selection will be made from the seven best Divisional events (one from each Division as selected by the Divisional PRO Rally Stewards) on the basis of the following:

-results of competitor evaluation reports. Events must get 50% of their CER's returned to be eligible.
-evaluation of event Steward.
-evaluation of Divisional PRO Rally Steward.
-evaluation of the PRO Rally Board.
Stewards must forward documentation to the National Office.

19.3 Regional PRO Rally Program of the Year

This award is established to promote the involvement of individual SCCA Regions and their members in the growth of the Divisional PRO Rally Program.

Each year the PRO Rally Board will honor one SCCA Region which has conducted a balanced and successful PRO Rally Program. Initial recommendations will be made by the Divisional PRO Rally Steward with further recommendations from the PRO Rally Board, individual Regions, and the PRO Rally community at large. Regional programs will be judged on the basis of balance of events within the program, successful conduct of events, growth of program in terms of events, competitors and organizers, etc. The PRO Rally Board will determine the recipient Region each year and make the award presentation at the SCCA National Convention. Nominations must be made in writing to the National Office within thirty days after the end of the Divisional PRO Rally Season.

19.4 Divisional PRO Rally Program of the Year

This award is established to honor and recognize the efforts of Divisional PRO Rally Stewards, their event organizers, participating SCCA Regions, and PRO Rally participants.

Each year the PRO Rally Board will select the Divisional PRO Rally Program which most closely meets the established goals for a well-balanced and successful program. Balance of number, type and quality of events--rallies, sprints, schools, training sessions, number of participating Regions, attraction of new PRO Rally participants, etc.--will determine the selection. The award presentation will be made at the SCCA National Convention.

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249 Pralle Lane
St. Charles, MO 63303
(314) 723-7822 Home

SOUTHEAST DIVISION
Jim Kloosterman
544 W. Home Ave.
Hartsville, SC 29550
(803) 332-0077 Home

NORTHERN PACIFIC DIVISION
John Forespring
1405 Harrison Ave., NW
Suite 203
Olympia, WA 98502
(206) 943-2191 Office

CENTRAL DIVISION
Tom Nelson
1607 Village Ct. #8
North Mankato, MN 56003
(507) 345-3962 Home

SOUTHERN PACIFIC DIVISION
Mike & Paula Gibeault
149 Rawhide
Ridgecrest, CA 93555
(619) 375-8704 Home

MIDWEST DIVISION
Rod Bagby
9240 W. Alabama Dr.
Lakewood, CO 80226
(303) 985-3642 Home

ROCKY MOUNTAIN DIVISION
(SEE MIDWEST DIVISION)

SCCA PRO RALLY AWARD WINNERS

DRIVER (John Woolf Cup) and Co-Driver (Grant Whitaker Cup)

1992 Driver--Paul Choiniere, Williston, Vermont
Co-Driver--Jeff Becker, Great Neck, New York
1991 Chad DiMarco--Huntington Beach, California
Co-Driver--Erick Hauge, Napa, California
1990 Driver--Paul Choiniere, Williston, Vermont
Co-Driver--Cal Coatsworth, Corona Del Mar, California
1989 Driver--Rod Millen, Newport Beach, California
Co-Driver--Tony Sircombe, Huntington Beach, California
1988 Driver--Rod Millen, Newport Beach, California
Co-Driver--Harry Ward, Toledo, Ohio
1987 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1986 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1985 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1984 Driver--John Buffum, Colchester, Vermont
Co-Driver--R. Dale Kraushaar, Tigard, Oregon
1983 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Livonia, Michigan
1982 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Livonia, Michigan
1981 Driver--Rod Millen, Auckland, New Zealand
Co-Driver--R. Dale Kraushaar, Tigard, Oregon
1980 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Ann Arbor, Michigan
1979 Driver--John Buffum, Colchester, Vermont
Co-Driver--Mark Howard, Newport Beach, California
1978 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Ann Arbor, Michigan
1977 Driver--John Buffum, Colchester, Vermont
Co-Driver--"Vicki", Shelburne, Vermont
1976 Driver--Hendrik Blok, Los Angeles, California
Co-Driver--Erick Hauge, Sacramento, California
1975 Driver--John Buffum, Colchester, Vermont
Co-Driver--Vicki Dykema, Shelburne, Vermont

1974 Driver--Gene Henderson, Dearborn, Michigan
Co-Driver--Kenneth A. Pogue, Detroit, Michigan
1973 Driver--Scott D. Harvey, Rochester, Michigan
Co-Driver--Wayne J. Zitkus, Toledo, Ohio

MANUFACTURER

1992 Audi of America
1991 Audi of America
1990 Audi of America
1989 Mazda (North America), Inc.
1988 Mazda (North America), Inc.
1987 Audi of America
1986 Audi of America
1985 Mazda (North America), Inc.
1984 Porsche + Audi
1983 Porsche + Audi
1982 Porsche + Audi
1981 Mazda (North America), Inc.
1980 Jaguar Rover Triumph Inc. (Triumph)
1979 Nissan Motor Corp. in U.S.A. (Datsun)
1978 Nissan Motor Corp. in U.S.A. (Datsun)
1977 Chrysler Corporation (Dodge Division)
Nissan Motor Corp. in U.S.A. (Detroit)
1976 Nissan Motor Corp. in U.S.A. (Datsun)
1975 Nissan Motor Corp. in U.S.A. (Datsun)

STANDARD PRODUCTION CLASS DRIVER (DONISON CUP) AND CO-DRIVER

1992 Driver--W.G. Giles, Birmingham, Michigan
Co-Driver--Bob Pierce, Midland, Michigan
1991 Driver--Cal Landau, Coraopolis, Pennsylvania
Co-Driver--Eric Marcus, Indianapolis, Indiana
1990 Driver--C. Mark Molnar, Newark, Ohio
Co-Driver--Yorgi Bittner, Plain City, Ohio
1989 Driver--Tim O'Neil, Whitefield, New Hampshire
Co-Driver--Martin Headland, Calgary, Alberta, Canada
1988 Driver--Niall Leslie, Ontario, Canada
Co-Driver--Brian Maxwell, Toronto, Canada

State Troopers aren't the only ones writing up our new Sports Car.

"The new SVX is an enthusiast's car–a car with the hardware, versatility and even the looks to make it a star."
-Popular Mechanics, August, '91

"The result is a powertrain that rivals the Lexus V-8 for smoothness and refinement, in a vehicle that offers much more entertainment than the LS400."
-Automobile Magazine, September, '91

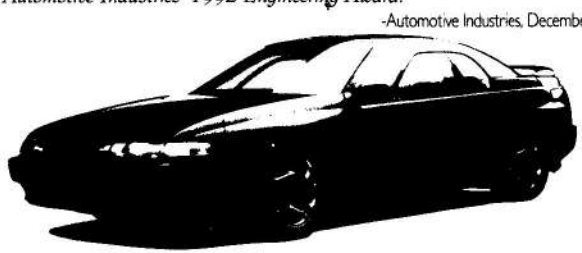
". . . can't use enough superlatives to describe this car on a curvy back road."
-Motor Trend, March, '92

"On dry pavement, it has no discernable vices, and even in gravel, snow and deluges, can be driven fast and hard with little effort and great confidence."
-Car & Driver, September, '91

"Its high 0.92 g skidpad rating approaches that of the Corvette ZR-1 and Acura NSX. And it slams through the slalom in nearly the same league as the Acura NSX, Nissan 300ZX, and Porsche 944S 2–proving its ability to travel in fast company indeed."
-Motor Trend, September, '91

"The SVX's strong point is lots of usable pull–where you need it, when you need it."
-Autoweek, August, '91

"The virtues of Subaru's new luxury/performance car made it our unanimous choice as this year's purest engineering effort, and worthy recipient of Automotive Industries' 1992 Engineering Award."
-Automotive Industries, December, '91



Subaru. What to drive.™

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1987 Driver--Guy Light, Midland, Michigan
Co-Driver--Jim Brandt, Lake Odessa, Michigan
1986 Driver--John Crawford, Northville, Michigan
Co-Driver--Joe Andreini, Grosse Point Pk., Michigan
1985 Driver--Doug Shepherd, Plymouth, Michigan
Co-Driver--Linda Wilcox, Kennebrink, Maine
1984 Driver--Doug Shepherd, Livonia, Michigan
Co-Driver--Linda Wilcox, South Burlington, Vermont
1983 Driver--Steve Nowicki, New Berlin, Wisconsin
Co-Driver--Craig Marr, Oroville, California
1982 Driver--Steve Nowicki, New Berlin, Wisconsin
Co-Driver--Linda Liversidge, Jericho, Vermont
1981 Driver--Jon Davis, Houghton, Michigan
Co-Driver--Harry Ward, Toledo, Ohio
1980 Driver--Jon Davis, Houghton, Michigan
Co-Driver--Harry Ward, Toledo, Ohio

STANDARD PRODUCTION CLASS MANUFACTURER

1992 Volkswagen of America, Inc.
1991 Volkswagen of America, Inc.
1990 Volkswagen of America, Inc.
1989 Volkswagen of America, Inc.
1988 Toyota Motor Sales, U.S.A., Inc.
1987 Volkswagen of America, Inc.
1986 Dodge Division, Chrysler Corporation
1985 Dodge Division, Chrysler Corporation
1984 Dodge Division, Chrysler Corporation
1983 Plymouth Division, Chrysler Corporation
1982 Saab-Scania of America, Inc.
1981 Saab-Scania of America, Inc.
1980 Saab-Scania of America, Inc.

PRODUCTION GT CLASS DRIVER AND CO-DRIVER

1992 Driver--Tim O'Neil, Franconia, New Hampshire
Co-Driver--Tom Burgess, Vancouver, British Columbia
1991 Driver--Michael Grieb, Petoskey, Michigan
Co-Driver--Bob Martin, Goodrich, Michigan

1990 Driver--Tom Ottey, Columbus, Ohio
Co-Driver--Pamela McGarvey, Columbus, Ohio
1989 Driver--Doug Shepherd, Plymouth, Michigan
Co-Driver--Joe Andreini, Grosse Pte. Pk., Michigan
1988 Driver--Doug Shepherd, Plymouth, Michigan
Co-Driver--Joe Andreini, Grosse Pte. Pk., Michigan
1987 Driver--Daniel Gilliland, Ann Arbor, Michigan
Co-Driver--Betty-Ann Gilliland, Ann Arbor, Michigan
1986 Driver--Doug Shepherd, Livonia, Michigan
Co-Driver--Ginny Reese, Ann Arbor, Michigan
1985 Driver--Steve Nowicki, Midland, Michigan
Co-Driver--David Stone, Acme, Michigan
1984 Driver--Richard Kelsey, Fountain Valley, California
Co-Driver--Chris Senske, Kennewick, Washington

PRODUCTION GT CLASS MANUFACTURER

1992 Mazda Motor of America, Inc.
1991 Mazda Motor of America, Inc.
1990 Mazda Motor of America, Inc.
1989 Dodge Division, Chrysler Corporation
1988 Dodge Division, Chrysler Corporation
1987 Dodge Division, Chrysler Corporation
1986 Dodge Division, Chrysler Corporation
1985 Dodge Division, Chrysler Corporation
1984 Mazda (North America), Inc.

GROUP A DRIVER AND CO-DRIVER

1992 Driver--Chad DiMarco, Huntington Beach, California
Co-Driver--Erick Hauge, Napa, California
1991 Driver--Chad DiMarco, Huntington Beach, California
Co-Driver--Erick Hauge, Napa, California
1990 Driver--Chad DiMarco, Huntington Beach, California
Co-Driver--Erick Hauge, Napa, California
1989 Driver--Rod Millen, Newport Beach, California
Co-Driver--Tony Sircombe, Huntington Beach, California
1988 Driver--Rod Millen, Newport Beach, California
Co-Driver--Harry Ward, Toledo, Ohio

1987 Driver--Rod Millen, Newport Beach, California
Co-Driver--Harry Ward, Toledo, Ohio
1986 Driver--Walter Boyce
Co-Driver--Howard Watanabe
1985 Driver--Clive Smith, Fountain Valley, California
Co-Driver--Harry Ward, Toledo, Ohio

GROUP A MANUFACTURER

1992 Subaru of America
1991 Subaru of America
1990 Subaru of America
1989 Mazda (North America), Inc.
1988 Mazda (North America), Inc.
1987 Mazda (North America), Inc.
1986 Toyota Motor Sales USA
1985 Toyota Motor Sales USA

RALLYTRUCK CLASS DRIVER AND CO-DRIVER

1992 Driver--Gary Gooch, Union City, California
Co-Driver--Judi Gooch, Union Clty, California
1991 Driver--Guy Light, Carson City, Nevada
Co-Driver--Jim Brandt, Lake Odessa, Michigan
1990 Driver--Roger Hull, Prescott, Arizona
Co-Driver--Rob Cherry, Prescott, Arizona
1989 Driver--Gary Gooch, Union City, California
Co-Driver--Judi Gooch, Union City, California

RALLYTRUCK MANUFACTURER

1992 Toyota Motor Sales USA
1991 General Motors Corporation
1990 Toyota Motor Sales USA
1989 Toyota Motor Sales USA

OVERALL TIRE MANUFACTURER

1992 Michelin Tire Corporation
1991 Michelin Tire Corporation
1990 Michelin Tire Corporation
1989 Michelin Tire Corporation
1988 Michelin Tire Corporation

JON WOODNER CUP

1992 Roger Hull, Prescott, Arizona
1991 Cal Landau, Coraopolis, Pennsylvania
1990 Doug Shepherd, Plymouth, Michigan
1989 Doug Shepherd, Plymouth, Michigan

PRO RALLY OF THE YEAR

1991 Rim of the World, California Sports Car Club Region,
Mike Gibeault, Paula Gibeault, Co-Chairmen
1990 Susquehannock Trail PRO Rally, Finger Lakes Region,
John Robinson, Rusty Campbell, Co-Chairmen
1989 Michelin Pacific Forest, Northwest Region,
Gary Reid, Chairman, Bob Grass, Asst. Chairman
1988 Susquehannock Trail PRO Rally, Finger Lakes Region,
John Robinson, Rusty Campbell, Co-Chairmen
1987 Wild West PRO Rally, Northwest Region,
John Nagel, Chairman
1986 Ojibwe PRO Rally, Land O'Lakes Region,
Bob Nielsen, Brian Jacobson, Co-Chairmen
1985 Sunriser 400 Forest Rally, Ohio Valley Region,
Richard D. Paddock, Chairman
1984 Olympus International, Northwest Region,
John Nagel, Chairman
1983 Susquehannock Trail, Finger Lakes Region,
Dennis Doherty, Chairman
1982 Budweiser Forest, Ohio Valley Region,
Eric Jones, Chairman
1981 Press On Regardless, Detroit Region,
Gary Hays, Chairman

1980 Chisum Trail, Texas Region,
Tom and John Grimshaw, Co-Chairmen
1979 100 Acre Wood, St. Louis Region,
Kim DeMotte, Chairman
1978 Big Bend Bash, Texas Region,
Costa Dunias, Chairman
1977 LaJornada Trabajosa, California Sports Car Club Region,
Wes Gaede, Chairman
1976 Allegro, Northwest Ohio Region,
Wayne J. Zitkus, Chairman

ROBERT V. RIDGES MEMORIAL AWARD

Presented in recognition of dedication and sportsmanship in the sport of automobile rallying:

1991 John Classen, Burbank, California
1990 Norman W. Hill, Lisle, Illinois
1989 Virginia J. Reese, Ann Arbor, Michigan
1987 John Buffum, Colchester, Vermont
1985 W. David Teter, Newark, Delaware
1982 Floyd R. Shrader, M.D., West Memphis, Arkansas
1979 Harry M. Handley, Westport, Connecticut
1976 Clyde Durbin, Dallas, Texas
1975 Wayne J. Zitkus, Toledo, Ohio
1973 Erhard Dahm, Farmington, Michigan
Thomas D. Grimshaw, Denton, Texas
1972 Kenneth W. Adams, Bakersfield, California
1971 Ronald W.Jones, Tucson, Arizona
1969 Victor T. Wallder, Nutley, New Jersey
1967 Frank J. Schmitz, Shawnee Mission, Kansas
1965 Sam E. Fast, Middletown, New York

SCCA/CASC NORTH AMERICAN RALLY CUP AWARD WINNERS

DRIVER AND CO-DRIVER

1990 Driver--Bruno Kreibich, Ridgewood, New York
Co-Driver--Jeffrey Becker, Great Neck, New York
1989 Driver--Paul Choiniere, Williston, Vermont
Co-Driver--Joe Andreini, Grosse Pte. Pk, Michigan
1988 Driver--Paul Choiniere, South Burlington, Vermont
Co-Driver--Clark Bond, Bay City, Michigan
1987 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1986 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1985 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1984 Driver--John Buffum, Colchester, Vermont
Co-Driver--Tom Grimshaw, Overland Park, Kansas
1983 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Livonia, Michigan
1982 Driver--Taisto Heinonen, Surrey, British Columbia
Co-Driver--Doug Shepherd, Livonia, Michigan
1981 Driver--Taisto Heinonen, Surrey, British Columbia
Co-Driver--Tom Burgess, Burnaby, British Columbia
1980 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Ann Arbor, Michigan
1979 Driver--Taisto Heinonen, Langley, British Columbia
Co-Driver--Tom Burgess, Vancouver, British Columbia
1978 Driver--John Buffum, Colchester, Vermont
Co-Driver--Doug Shepherd, Ann Arbor, Michigan
1977 Driver--John Buffum, Colchester, Vermont
Co-Driver--"Vicki", Shelburne, Vermont
1976 Driver--John Buffum, Colchester, Vermont
Co-Driver--John Bellefleur, Toronto, Ontario

MANUFACTURER

1990 Audi of America
1989 Mazda (North America), Inc.
1988 Audi of America
1987 Audi of America
1986 Audi of America
1985 Audi of America
1984 Porsche + Audi (Audi)
1983 Nissan Motor Corp. (Datsun)
1982 Nissan Motor Corp. (Datsun)
1981 Nissan Motor Corp. (Datsun)
1980 Jaguar Rover Triumph Inc. (Triumph)
1979 Nissan Motor Corp. (Datsun)
1978 Nissan Motor Corp. (Datsun)
1977 British Leyland Motors, Inc. (Triumph)

PRODUCTION

1990 Driver--C. Mark Molnar, Newark, Ohio
Co-Driver--Yorgi Bittner, Plain City, Ohio
Manufacturer--Volkswagen of America, Inc.
1989 Driver--Tim O'Neil, Whitefield, New Hampshire
Co-Driver--Martin Headland, Calgary, Alberta, Canada
Manufacturer--Volkswagen of America, Inc.
1988 Driver--Dan Gilliland, Ann Arbor, Michigan
Co-Driver--Betty-Ann Gilliland, Ann Arbor, Michigan
Manufacturer--Dodge Division, Chrysler Corporation
1987 Driver--Niall Leslie, Ontario, Canada
Co-Driver--Betty-Ann Gilliland, Ann Arbor, Michigan
Manufacturer--Toyota Motor Sales, U.S.A., Inc.
1986 Driver--Nelson Shepard, Williston, Vermont
Co-Driver--Diane Houseal, Lansdale, Pennsylvania
Manufacturer--Dodge Division, Chrysler Corporation

PRODUCTION GT

1990 Driver--Alan Freed, Alexandria, Virginia
Co-Driver--Jim Kloosterman, Hartsville, South Carolina
Manufacturer--Mazda (North America), Inc.
1989 Driver--Doug Shepherd, Plymouth, Michigan
Co-Driver--Joe Andreini, Grosse Pte. Pk., Michigan
Manufacturer--Mazda (North America), Inc.

GROUP A

1989 Driver--Demetrious Andreou, Thornhill, Ontario, Canada
Co-Driver--Dave Gill, Scarborough, Ontario, Canada
Manufacturer--Mazda (North America), Inc.
1988 Driver--Paul Choiniere, South Burlington, Vermont
Co-Driver--Martin Headland, Canada
Manufacturer--Audi of America
1987 Driver--Jean Paul Perusse, Canada
Co-Driver--Martin Headland, Canada
Manufacturer--Volkswagen of America, Inc.
1986 Driver--Walter Boyce, Ottawa, Ontario, Canada
Co-Driver--Terry Epp, Stouffville, Ontario, Canada
Manufacturer--Volkswagen of America, Inc.

SCCA PRO RALLY LIFE STANDINGS

(As of the end of the 1991 Season)

The Life Standings are compiled by Harry M. Handley, SCCA National Archivist, on a continuing basis. These are based on individual competitors' placings in the first ten (10) overall finish positions (worth 20, 15, 12, 10, 8, 6, 4, 3, 2, and 1 points, respectively) on any of the following 188 events conducted as of the end of 1991; all 8 SCCA sanctioned FIA-International "stand-alone" rallies held in the 22 years since the first in 1970, and all 180 SCCA National PRO Rallies held in the 19 years since the first held in 1973 when the SCCA National PRO Rally Series for the United States Championship was established.

A total of 853 individuals (estimated to represent roughly 30% of all competitors) have gained life points - 349 as Drivers only, 463 as Co-Drivers only, and 41 in both roles. All people with 20 or more points in a role are shown below. The 234 people listed (including 7 in both roles) represent 27% of those with any life points, and have gained 72% of the "Top 10" placings (2643 of 3667), 85% of the life points (25657 of 30051), 100% of all individual event overall "wins" (375), and 100% of the annual series overall driver or co-driver championships (38).

Explanation of several items indicated:

Figures at left of names indicate rank within role, with "T" meaning "tie";

Letters in parenthesis immediately to right of names indicate:

"(x) - person appears on both Driver and Co-Driver lists (7 people)

"(fc)" - Canadian competitor (21 people)

"(f)" - other foreign competitors (26 people)

"(D)" - Deceased, as known to the compiler (4 people)

Stars (i.e., "11*" or "*" etc.) indicate annual series overall champion (18 people), with a figure indicating how many times if more than once

Figures in parenthesis to left of a person's points indicate number of 1st Overall event placings, or "wins" (103 people, including 2 in both roles).

GRAND MASTER (400 or more points) [8]

Drivers (5)

1	John Buffum	11*(60)1545
2	Rod Millen	3*(41)1480
3	Jon Woodner	(1)538
4	Bruno Kreibich	(1)447
5	Doug Shepherd (x)	(2)419

Co-Drivers (6)

1	Doug Shepherd	4*(27)810
2	Tom Grimshaw	3*(22)664
3	Dale Kraushaar(x)	2*(17)653
4	Harry Ward	* (6)544
5	Ginny Reese	(2)468
6	Erick Hauge	2* (6)464

MASTER (200-399 points) [20]

Drivers (10)

6	Hendrik Blok	* (8)	388
7	Guy Light	(1)	359
8	Scott Harvey	* (7)	321
9T	Chad DiMarco	* (4)	320
	Gene Henderson	* (8)	320
11	John Smiskol	(1)	314
12	Paul Choiniere II	* (8)	308
13	Eric Jones	(2)	284
14	John Woolf (D)	(2)	248
15	Jim Walker	(5)	217

Co-Drivers (10)

7	Joe Andreini	(1)382
8	Clark Bond	309
9	Tony Sircombe	* (7)295
10	Jim Brandt	(1)255
11	Grant Whittaker(D)	(2)248
12	Ken Pogue	* (8)245
13	Scott Weinheimer	(6)234
14	Martin Headland(fc)	(2)223
15	Walt Krafft	(1)209
16	Vicki Upjohn	2*(9)207

EXPERT (100-199 points) [28]

Drivers (16)

16	Steve Nowicki		189
17	Larry Schmidt(x)		187
18	John Chalmers		180
19	Taisto Heinonan(fc)	(4)	172
20	Clive Smith		157
21	Wayne Baldwin	(2)	156
22	John Rodgers	(5)	153
23	Jean-Paul Perusse(fc)	(1)	131
24	Tim O'Neil	(2)	118
25	Bob Hourihan	(1)	117
26	Jeff Zwart	(1)	112

Co-Drivers (12)

17	Jeff Becker	(1)196
18	Wayne Zitkus	*(4)188
19	John Bellefleur(fc)	(3)179
20	Roger Sieling	(1)162
21	Linda Wilcox	150
22	Tom Drake	136
23	Bill Potvin	125
24	Cal Coatsworth	*(1)118
25	Howard Watanabe	110
26	Mark Howard	*(4)107
27	Neil Wilson(f)	(3)102

27	Richey Watanabe	110	28	Tom Burgess	(2)100
28	Ales Liversidge	109			
29	Jon Davis	108			
30	Dick Turner	104			
31	Niall Leslie	102			

SENIOR (50-99 Points) [60]

Drivers (25)

32	Walter Boyce (fc)	(1)	95
33	Tom Tolles		91
34	Mark Hardymon		89
35	Dan Goodwin	(1)	88
36	Bill Holmes	(1)	86
37	Mike Gibeault	(1)	82
38	Roy Donison (D)		80
39	Ralph Brooks	(1)	79
40	Steve Millen	(1)	77
41	John Crawford		75
42	Brian Rebney		74
43	Cal Landau		72
44	Erick Zenz		69
45	George Beavis		67
46T	Erhard Dahm	(1)	65
	Gary Eaton		65
	Steve Roberts		65
49T	Alan Carter		63
	Guenter Kern	(1)	63
51	Hannu Mikkola(f)	(3)	60
52	Steve Parker		59
53	Noel Lawler		58
54	Dan Gilliland		56
55	Gary Ruiz		53
56	Art Ragazzi		51
57	Sven Halle(fc)		50

Co-Drivers (35)

29	Damon Trimble	(2)	98
30	David Stone		95
31	Terry Palmer	(3)	94
32	Brian Maxwell(fc)		93
33	Carol Smiskol		91
34	Jim Kloosterman		87
35	Randy Graves	(1)	86
36T	Debbie Baldwin		85
	Brian Berg		85
38	Ty Holmquist	(1)	84
39T	Rod Sorenson	(2)	81
	Jon Wickens		81
41T	Erik Brooks	(3)	79
	Steve Ruiz		79
43	Janie Rodgers	(2)	78
44	Craig Marr		77
45	Ron Richardson(x)	(1)	74
46	Mike Chern	(1)	73
47	Eric Marcus		65
48T	Dick Messal	(1)	58
	Jean Rizor		60
50	Pete Gladysz	(1)	58
51	Lynnette Allison	(1)	57
52T	Charles Bradley		56
	Betty-Ann Gilliland		56
	Dan Johnston	(2)	56
	Dave Weiman	(1)	56
56	Mike Parris	(2)	55
57T	Carolyn Eaton		54
	Fred Gallagaher(f)	(2)	54
	Don Gibson		54

60	Joe LeBeau	(1) 53
61T	Jean Lindamood	51
	Al Ragazzi	51
63	Jerry Hinkle	50

ADVANCED (20-49 POINTS) [121]

Drivers (50)

58	Don Jankowski	49
59T	Markku Alen(f)	(1) 47
	Bob Chandler	47
	Ron Hayslett	47
62	Dan Holt	46
63	Tom Ottey	44
64	Garry Henderson	43
65	Gordon Lansdell(fc)	41
66T	Ray Hocker(x)	40
	Richard Kelsey	40
	David Lapham	40
69T	Paul Greven	39
	Ola Stromberg(f)	39
71T	Scott Child	37
	Leonard Jensen	37
73T	Miki Biasion(f)	(1) 35
	Juha Kankkunen(f)	(1) 35
	Carl Merrill	35
76	Randy Black(fc)	34
77T	John Favis	33
	Mike Purzychi	33
79	Cam Warren(x)	32
80T	Henry Krolikowski	31
	Jim Olinger	31
	Bo Skowronnek(fc)	31
83T	Dan Coughnour	30
	Carl Jardevall	30
	Malcolm Smith	(1) 30
	Richard Swenson	30
87	Dick Zwitzer	29
88T	Gene Albright	26
	Bob Laton	26

Co-Drivers (71)

64	Larry Dea(fc)	49
65T	George Bittner	47
	Tom King	(1) 47
67T	Cam Warren(x)	(1) 46
	David White	46
69T	Jim Rogers	(1) 45
	Mike Van Loo	45
	Bill Westall	45
72	John Grimshaw	44
73T	Randy Hensley	(1) 43
	Pam McGarvaey	43
	Dave Orrick(f)	43
76T	Louis Belanger(fc)	(1) 42
	Don Jekel	42
78	Roger Blain	(1) 41
79	Jim Roller	39
80T	Scott Hughes	38
	Karen Landau	38
82	Tom Bell	37
83T	Ralph Beckman	(1) 35
	Juha Piironen(f)	(1) 35
	Tiziano Siviero(f)	(1) 35
86	Raymond Cadieux(fc)	(1) 35
87T	Terry Arnold	33
	Karen Davis	33
	Ken Middleton	33
	Dave Poston	33
	Rich Stuetzel	33
92T	Ilkka Kivimaki(f)	(1) 32
	Bill Moore	32
	Lynn Nixon(fc)	(1) 32

	Al Schmit	26
91	Ron Richardson(x)	25
92T	Bill Dodd	24
	Sobieslaw Zasada(f)	(1) 24
94	Colin Whittingham	23
95T	Gary Gooch	22
	Dale Kraushaar(x)	22
	Frank Sprongl(fc)	22
98T	Dan Thiel	21
	John Witt	21
100T	Marek Baranski	20
	Stig Blomqvcist(f)	(1) 20
	Bill Brooks	20
	Yann Cadoret(f)	(1) 20
	Jean-Paul Luc(f)	20
	Dan Sabourin(fc)	20
	Jean-Luc Therier(f)	(1) 20
	Sarel Van Der Merwe(f)	(1) 20
95T	Andy Feldman	31
	Brian Fox(fc)	31
	Cindy Krolikowski	31
98T	Sven Bergvall	30
	Phyllis Chandler	30
	Susan Ferretti	30
	Rod Hendricksen	30
	Ray Hocker(x)	30
	Jack Sreenam	(1) 30
104	Doug Foster	29
105T	Dick Bartelt	28
	John Campbell	(1) 28
	Franco Soldati(f)	(1) 28
108T	Larry Schmidt(x)	27
	Steve Stevenson	27
	Tom Wreesman	27
111T	Ken Adams	26
	Doug Woods(fc)	(1) 26
113T	Steve Lavaerty	25
	John Ramsey	25
	Ray Thompson	25
116	Steve Feuerhelm	23
117T	Bill Gilley	22
	Judy Gooch	22
	Gene Kaczmarek	22
	Dan Sprongl(fc)	22
121	Bob "Buzz" Davis	21
122T	Bill Banger	20
	Frank Boshoff(f)	(1) 20
	John Buffum(x)	(1) 20
	Christian del Ferrier(f)	(1) 20
	Mike Franchi	(1) 20
	Arnie Hertz(f)	(1) 20
	Antoine Jaquot(f)	(1) 20
	Paul Kluckner(fc)	20
	Frederic Le Chanu(f)	(1) 20
	Leon LeJeune(f)	20
	Sam Moses	(1) 20
	Fabrizia Pons(f)	(1) 20
	Wojiek Schramm(f)	(1) 20

SCCA DIVISIONAL PRO RALLY CHAMPIONSHIP WINNERS

NORTHEAST DIVISION

1992 DRIVER-Dick Corley, Colchester, Vermont
CO-DRIVER-Lance Smith, Williston, Vermont

1991 DRIVER-Vincent Frontinan, Somerville, MA
CO-DRIVER-Frank Arruda, Williston, VT

1990 DRIVER-Sakis Hadjiminas, Floral Park, NY
CO-DRIVER-Mario Karageorgi, Huntington, NY

1989 DRIVER-Sandy Liversidge, Kennebunk, ME
CO-DRIVER-Boyd Smith, Trout Run, PA

1988 DRIVER-Tim O'Neil, Whitefield, NH
CO-DRIVER-Virginia Bray, Whitefield, NH

1987 DRIVER-Vincente Frontinan, Somerville, MA
CO-DRIVER-Manul San Bento, Somerville, MA

1986 DRIVER-Nelson Shepard, Williston, VT
CO-DRIVER-Doug Nerber, Stowe, VT

1985 DRIVER-Bob Voll, Southbury, CT
CO-DRIVER-Diane Houseal, Lansdale, PA

1984 DRIVER-Kevin O'Dea, S. Wales, NY
CO-DRIVER-No winner

SOUTHEAST DIVISION

1992 DRIVER-Bruce Newey, Marietta, GA
CO-DRIVER-Kennon Rymer, Knoxville, TN

1991 DRIVER-Bruce Newey, Marietta, GA
CO-DRIVER-Paul Wearing, Atlanta, GA

1990 DRIVER-Charles E. McCrary III, Marietta, GA
CO-DRIVER-Duane Simpson, Charlotte, NC

1989 DRIVER-No winner
CO-DRIVER-No winner

1988 DRIVER-Mark Pullen, Roswell, GA
CO-DRIVER-Lorri Ann Payne, Easley, SC

1987 DRIVER-Mark Bowers, Woodburn, IN
CO-DRIVER-Lorrie Payne, Atlanta, GA

1986 DRIVER-Chuck McCreary, Marietta, GA
CO-DRIVER-No winner

1985 DRIVER-Chuck McCreary, Marietta, GA
CO-DRIVER-Ken Cassidy, Scottsdale, AZ

1984 DRIVER-Mark Bowers, Shellbyville, IN
CO-DRIVER-No winner

CENTRAL DIVISION

1992 DRIVER-Peter Cunningham, Milwaukee, WI
CO-DRIVER-Cynthia Krolikowski, Wyandotte, MI
1991 DRIVER-W.G. Giles, Midland, MI
CO-DRIVER-Bob Pierce, Midland, MI
1990 DRIVER-Stuart P. Sarasin, Marquette, MI
CO-DRIVER-Joyce A. Sarasin, Marquette, MI
1989 DRIVER-Erik Zenz, New Berlin, WI
CO-DRIVER-Brian Berg, Milwaukee, WI
1988 DRIVER-Mike Purzycki, Fenton, MI
CO-DRIVER-Dan Wernette, Warren, MI
1987 DRIVER-Jim Warren, Midland, MI
CO-DRIVER-Dan Wernette, Warren, MI
1986 DRIVER-Carl Kieranen, Toivola, MI
CO-DRIVER-Diane Sargent, Proctor, MN
1985 DRIVER-Tom Bell, Williamsburg, MI
CO-DRIVER-Mary Jo Czyzio, Traverse City, MI
1984 DRIVER-Jim Warren, Midland, MI
CO-DRIVER-Bob Burton, Appleton, WI

SOUTHWEST DIVISION

1992 DRIVER-Dave Thomas, St Charles, MO
CO-DRIVER-Doug Otoupal, Ft Davis, TX
1991 DRIVER-Ken Stewart, Grove, OK
CO-DRIVER-Tom Schlegel, Odessa, TX
1990 DRIVER-James L. Dale, Jr., Conway, AR
CO-DRIVER-Dan Pillow, Dallas, TX
1989 DRIVER-Dave Thomas, Cedar Hill, TX
CO-DRIVER-Dan Pillow, Dallas, TX
1988 DRIVER-Dave Thomas, Cedar Hill, TX
CO-DRIVER-Karen Burrows, N. Little Rock, AR
1987 DRIVER-Steve Culp, Knoxville, TN
CO-DRIVER-Karen Burrows, N. Little Rock, AR
1986 DRIVER-Dean Blagowsky, Timberton, NM**
CO-DRIVER-Sherri Morgan, Alamogordo, NM**
1985 DRIVER-Hazzie Quick, Timberon, NM
CO-DRIVER-Susan Quick, Timberon, NM
1984 DRIVER-Dean Blagowsky, Pinon, NM
CO-DRIVER-Sherri Morgan, Alamogordo, NM

MIDWEST/ROCKY MOUNTAIN DIVISION

1992 DRIVER-Barry Beal, Denver, CO
CO-DRIVER-Stuart Beal, Tulsa, OK

1991 DRIVER-Clay Thomas, Denver, CO
CO-DRIVER-Dan Gensheimer, Aurora, CO

1990 DRIVER-John McGrigg, Waukesha, WI
CO-DRIVER-Regan Smolkovich, Denver, CO

1989 DRIVER-Regan Smolkovich, Denver, CO
CO-DRIVER-Ralph Starr, Alamogordo, MN

1988 DRIVER-Ken Stewart, Grove, OK
CO-DRIVER-Jannel James, Grove, OK

1987 DRIVER-Clay Thomas, Denver, CO
CO-DRIVER-Kathleen Nordine, Denver, CO

1986 DRIVER-Ken Stewart, Grove, OK
CO-DRIVER-Mike Muenter, St. Peters, MO

1985 DRIVER-Ken Stewart, Grove, OK
CO-DRIVER-Mike Muenter, St. Peters, MO

1984 DRIVER-Robert Hancock, Tulsa, OK
CO-DRIVER-Steve Schroeder, Tulsa, OK

SOUTHERN PACIFIC DIVISION

1992 DRIVER-Lon Peterson, Victorville, CA
CO-DRIVER-Chris Griffin, Burbank, CA

1991 DRIVER-Lon Peterson, Victorville, CA
CO-DRIVER-Jim Love, Upland, CA

1990 DRIVER-Gary Luke, Morgan Hill, CA
CO-DRIVER-Mark Williams, Gaithersburg, MD

1989 DRIVER-Jeff Griffin, Tujunga, CA
CO-DRIVER-Camille Griffin, Tujunga, CA

1988 DRIVER-Lon Peterson, Victorville, CA
CO-DRIVER-Jim Love, Upland, CA

1987 DRIVER-Bill Holmes, Malibu, CA
CO-DRIVER-Jim Rogers, Van Nuys, CA

1986 DRIVER-Lon Peterson, Victorville, CA
CO-DRIVER-Jim Love, Upland, CA

1985 DRIVER-Scott Child, Santa Ana, CA
CO-DRIVER-Pat McMahon, El Toro, CA

1984 DRIVER-Mike Whitman, Prescott, AZ
CO-DRIVER-Lynnette Allison, Corona, CA

NORTHERN PACIFIC DIVISION

1992 DRIVER-Greg Lund, Kent, WA
CO-DRIVER-Lynne Lund, Kent, WA
1991 DRIVER-Grant Whiting, Olympia, WA
CO-DRIVER-Ray Damitio, Olympia, WA
1990 DRIVER-John C. Christensen, Edmonds, WA
CO-DRIVER-Rod Chelgren, Renton, WA
1989 DRIVER-Mark Qvale, Kent, WA
CO-DRIVER-Casey Qvale, Kent, WA
1988 DRIVER-Grant Whiting, Olympia, WA
CO-DRIVER-Ray Damitio, Olympia, WA
1987 DRIVER-Steve Roberts, Belleview, WA
CO-DRIVER-Don Gibson, Belleview, WA
1986 DRIVER-Grant Whiting, Olympia, WA
CO-DRIVER-Ray Damitio, Olympia, WA
1985 DRIVER-Steve Roberts, Bellevue, WA
CO-DRIVER-Casey Qvale, Kent, WA
1984 DRIVER-Kevin Gordham, Olympia, WA
CO-DRIVER-Phil Bain, Tacoma, WA

DIVISIONAL DRIVER'S CHAMPIONSHIP RUN-OFF

1992 DRIVER-Henry Krolikowski, Wyandotte, MI
1991 DRIVER-Lon Peterson, Victorville, CA; S. Pacific Division
1990 DRIVER-John C. Christensen, Edmonds, WA; N. Pacific Division
1989 DRIVER-Erik Zenz, New Berlin, WI; Central Division
1988 DRIVER-Tim O'Neil, Whitefield, NH; Northeast Division
1987 DRIVER-Mike Purzycki, Fenton, MI; Central Division
1986 DRIVER-Dean Blagowsky, Timberton, NM; Southwest Division
1985 DRIVER-Scott Child, Santa Ana, CA; Southern Pacific Division
1984 DRIVER-Mike Whitman, Prescott, AZ; Southern Pacific Division

DIVISIONAL CO-DRIVER'S CHAMPIONSHIP

1991	CO-DRIVER-Ray Damitio, Olympia, WA; N. Pacific Division
1990	CO-DRIVER-Rod Chelgren, Renton, WA; N. Pacific Division
1989	CO-DRIVER-Brian Berg, Milwaukee, WI; Central Division

DIVISIONAL PRO RALLY OF THE YEAR

1991	Gold Rush Colorado Region, Regan Smolkovich, Chairman
1990	Gold Rush Colorado Region, Regan Smolkovich, Chairman
1989	Mediquick Cherokee Challenge Northeast Oklahoma Region, Ken Stewart, Chairman
1988	Gold Rush Colorado Region, Regan Smolkovich, Chairman
1987	Mazda Chattahooche Forest Atlanta Region, Martin George, Chairman
1986	John's River Lodge Northwest Region, John Forespring, Chairman
1985	Gold Rush Colorado Region, Regan Smolkovich, Chairman
1984	Lac Vieux Rally Lake Superior Region, Greg Beukema, Chairman

DIVISIONAL PRO RALLY REGION OF THE YEAR

1990	Northwest Region, Bill McGillin, Regional Executive
1989	Blue Mountain Region, Boyd Smith, Rally Chairman
1988	Lake Superior Region, Tom VanDamme, Regional Executive
1987	Northwest Region, Wayne Erickson, Regional Executive
1986	Northwest Region

DIVISIONAL PRO RALLY DIVISIONAL PROGRAM OF THE YEAR

1991	Southeast Division, Jim Kloosterman, Divisional PRO Rally Steward
1990	Northern Pacific Division, John Forespring, Divisional PRO Rally Steward
1989	Northeast Division, Bob Lyle, Divisional PRO Rally Steward
1988	Midwest Division, Kevin Mays, Divisional PRO Rally Steward
1987	Southern Pacific Division, Lynnette Allison, Divisional PRO Rally Steward
1986	Southern Pacific Division, Lynnette Allison, Divisional PRO Rally Steward

APPENDIX A

Group A

Group A eligibility is determined by Articles 251, 252, 253 and 255 of Appendix J to the current FIA International Sporting Code as amended by NPRR, section 7.6. The FIA International Sporting Code is available from the Automobile Competition Committee for the U.S., FIA, Inc. (ACCUS), 1500 Skokie Blvd., Ste. 101, Northbrook, IL 60062; (708) 272-0090.

Competitors competing in Group A must have in their possession at every event a copy of the car's official homologation papers, issued and approved by FIA.

APPENDIX C

SUMMARY OF PENALTIES
(Also see 12.9)

ARTICLE REF.	DESCRIPTION	DNS	DNF	OTHER
7.1	Entry Blank	•	•	
7.2	Number of Crew			
7.3	Competition License	•		
7.5	Vehicle Registration	•		
7.7	Liability Releases	•		
7.8	Vehicle Identification	•		1
7.9	Advertising	•		6
9.0	Scrutineering	•		2
10.0	Log Book	•		8
12.6	Practice and Pace Notes	•	•	10
12.7G,H	Stage Safety		•	DSQ
12.7I	Window Nets	2 min for each violation		
12.7K	Driving, Wrong Way			3
12.8	Controls	See Section 12.9		
12.10	Quiet Zones	5 min for each violation		
12.13A	Serv. not in Serv. Area	1st 10 min		2nd DNF
12.13B	Serv. Vehicle and Crew		•	
12.13C	Serv. Fire Ext.	$150.00 per infraction		
12.13D	Serv. Jack Stands	$100.00 per infraction		
12.13E	Serv. Vehl and route			7
12.14	Emergency Procedures		•	4
12.14	Accident Report			9
12.15	Impound		•	
Apdx I	Identification	$50.00 per event		
Apdx P&T	P and GT an T Classes			5

1. P, GT, and A class cars may be moved to the open class without proper identification per 7.8

2. Refer to Article 9, paragraph 3

3. At the discretion of the SCCA PRO Rally Series Manager

4. Reprimand at the discretion of the SCCA PRO Rally Office as per section 15 (conduct)

5. If before checking out of first time control, may move to Open class or correct illegality; if during or after event, disqualified

6. Maximum penalty for refusing to display organizer sponsor advertising is an amount equal to twice the entry fee

7. Service vehicles found off route: 1st offense = warning; 2nd = 10 minute penalty

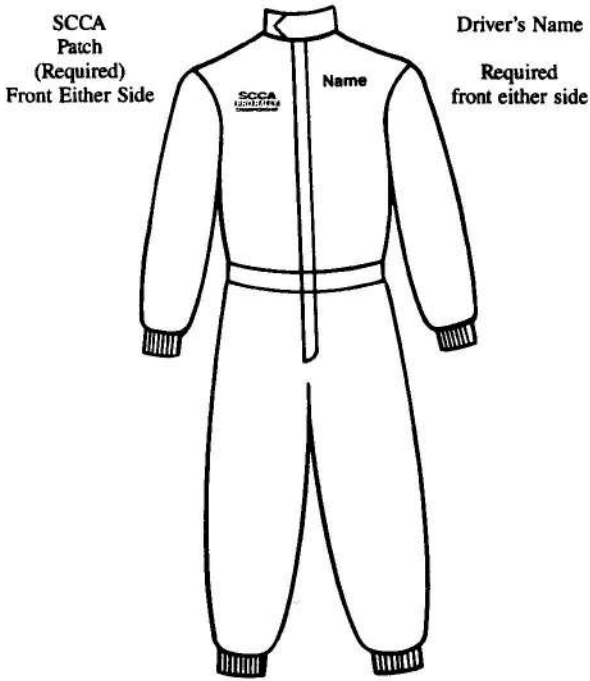
8. License Suspension and/or fine (up to $250.00)

9. License Suspension and/or fine (up to $100.00)

10. Plus license suspension

APPENDIX I

DRIVING AND VEHICLE SUIT IDENTIFICATION



Driving suits manufactured of an SCCA approved fire retardant material are mandatory for all competitors in all classes.

CAR NUMBER DECAL ARRANGEMENT

SCCA approved decal must be placed in indicated location
Name must be placed in any of the two locations shown
No other decals or stickers may be located within 6" on either side of the SCCA PRO Rally logo and numbers.

STARLET	COROLLA GTS
* 3-4-5k engine parts	* 4AG engine parts
* K50 close-ratio gears	* Trans & rearend parts
* 6.0" LSD & 5.125 gears	* Rally & race suspensions
* Rally & race suspensions	* All TRD rally & race parts
* TRD rally & race parts	* Special FI computers
* 4AG 16V conversions	* MOTEC race FI systems

TRS USA is currently supplying over 100 Toyota teams in approximately 20 countries, including 1991 Finnish Champions Esa Peltonen and Ari Saxberg, and 1992 Finnish Junior Champion Antti Seppanen.

Special parts and services:

* WISECO custom forged pistons for all cars
* TRS metallic clutch disc for all applications
* 1000 LAKES rally struts for all cars
* Ari Vatanen Rally School agent (Finland)
* Fly-and-rally vacations in Finland & Sweden, incl. 1000 Lakes
* Affordable Toyota rally cars always in stock
* One-to-one driving lessons (by California Rally Champion)

TRS USA/TOPI HYNYNEN

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APPENDIX O

OPEN CLASS RULES

1. The upper limit of adjusted displacement for all cars is 4000 cc. The following multipliers will apply:

Rotary engines:	Multiply the original displacement by 1.8
Turbo/supercharged engines:	Multiply by 1.7
Pushrod engines:	Multiply by 0.8

All turbocharged, four wheel drive cars, with adjusted displacements over 2350 cc, must have a turbocharger air inlet orifice of less than 40 mm diameter. If the turbo is equipped with a larger inlet, the use of a restrictor is required. It must have a minimum width (parallel to the direction of air flow) of 5 mm and be placed within 50 mm of the turbo housing.

SCCA (PRO Rally Series Manager) reserves the right to modify the rule on a case to case basis.

2. The engine is free, but must be derived from product line offered by the manufacturer of the vehicle.

3. Brakes and suspension are free.

4. Exterior body pieces (i.e. all components licked by the air stream, excluding the belly pan) must be identical in appearance to the original item, including bumpers. Except for doors, bolt-on-body pieces may be constructed of an alternate material.

5. Wheel diameter and width are free but the tire must be fully covered by the body and fender flares.

6. The original window glazing may be replaced with Lexan of like or greater thickness than the original glass in the side and rear windows only. The windshield can only be replaced with material identical to that of the original.

APPENDIX P

PRODUCTION CLASSES

1. **DEFINITION**

The purpose of the production classes is to provide an opportunity for rallyists to compete in SCCA National PRO Rallies utilizing automobiles whose preparation is limited to improving their safety and reliability. There shall be no guarantee or commitment that the eligibility requirements below will remain the same from year to year.

Production Class Specifications

Production Class vehicles must have engines with an adjusted displacement no greater than 2650 cc. In addition, Production Class cars must have a minimum weight equal to 1.05 lb. per cc. of adjusted displacement. This weight will be measured with the vehicle 'rally-ready' less drivers', in other words at any time during an event. The following multipliers apply to the indicated cars:

Rotary Engines: multiply original displacement by 1.8
Turbo/Super Charged Engines: multiply original displacement by 1.7
4 Wheel Drive vehicles: multiply original displacement by 1.3
Pushrod Engines: multiply original displacement by 0.8
3 valves per cylinder: multiply original displacement by 1.1
4 valves per cylinder: multiply original displacement by 1.2

Production GT Class Specifications

All other vehicles meeting the eligibility requirements of this section but with engines larger than 2650 cc adjusted will run in the Production GT Class. No minimum weight is specified, being dependant on preparation rules.

2. SAFETY EQUIPMENT

All cars must be equipped with the safety equipment required in section 9.1 and must pass the same safety inspection. Roll cages must be contained entirely within the driver/passenger compartment, except for the extension of bracing used to reinforce suspension mounting points as permitted in Section 5.9 of this appendix.

3. SHOP MANUAL AND SPECIFICATION FORM

Each entrant must have an official factory shop manual for his vehicle and present same, if asked, at scrutineering. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class. The manual must also be made available in case of any inspections or claims.

4. VEHICLE PREPARATION

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required by factory directives, no matter how common, are not included in this definition.

5. AUTHORIZED MODIFICATIONS

All items which are not specifically allowed or referred to as "free" in this section must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

5.1. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector and the bulbs. The mounting of not more than four additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorized provided they will only switch on when reverse gear is engaged.

The mounting of maneuverable searchlights is prohibited.

5.2. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free.

A single engine oil cooler and necessary fittings may be added.

5.3. Induction

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements which control the quantity of fuel fed into the engine may be changed, but not those which control the quantity of air. Any emission control device, external to the basic engine, may be removed or rendered inoperative. Such alterations must not allow any additional air to be inducted to the engine (i.e., The removal of a vacuum hose from the air cleaner housing requires the capping off of the hole in the air cleaner housing). The boost is free on Turbo-equipped or super-charged vehicles. The original air filter (OEM spec's) and air filter housing may not be modified. However, the original ducting to the inlet side of the housing may be moved or modified.

5.4. Exhaust

The exhaust system is free, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body.

5.5. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is free.

5.6. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

5.7. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. The use of limited slip differential units is prohibited in Standard Production Class vehicles unless offered by the manufacturer as original OEM equipment. Limited slip or locked differential units are allowed for use in Production GT Class vehicles.

5.8. Shock Absorbers

The make and type are free. However, no addition is allowed and neither their original purpose nor their number may be modified. The original supports may be reinforced but not otherwise modified.

5.9. Suspension

The standard suspension components and mounting points may be reinforced. The material and dimensions of the spring are free except that it must be located in the standard position and fit the standard mounting points. The standard spring mounting points may be reinforced. The roll cage may be used to brace the vehicle's suspension.

MacPherson Strut or similar suspensions:

1. Inserts are free.
2. The entire strut housing is free provided the original mounting points, suspension angles, dimensions and all possible adjustments are identical to the original. The material must be comparable.
3. Springs must mount in the original position and must not be adjustable.

5.10. Wheels and Tires

Wheels and tires are free so long as the wheels do not exceed 6.5" width or the stock width whichever is greater. They must bolt to the standard bolt pattern, and fit under the coachwork without modification. The use of adaptor plates is forbidden unless they are OEM equipment. Mud flaps of flexible material, which do not improve the aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

5.11. Brakes

The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and pressure lining valves are only permitted when standard or a manufacturer's regular production option for the model. If servo-assistance is standard, the servo device may be disconnected and removed. Braking plates may be removed, but not otherwise modified. Rerouting of brake lines is permitted. The use of steel aeroquip brake lines is authorized.

5.12. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

5.13. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is free. Fitting of such cells must conform to item 9.2. Rerouting of fuel lines is permitted. Fuel lines which pass through the passenger compartment must be as prescribed in Section 9.2 of these Rules.

5.14. Motor Mounts

Motor mounts are free so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

5.15. Supplementary Accessories

Supplementary accessories are authorized without restriction provided they have no influence whatsoever on the behavior of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating, radio, etc.), or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following is authorized:

a. Nuts and bolts may be freely exchanged and locked by any means.
b. The mounting of additional gauges, meters, etc.
c. The horn may be changed or an extra one added at the disposal of the co-driver if wished.
d. Extra relays, switches, wiring, and fuses may be added to the electrics.
e. The original accelerator cable may be replaced by another one whether supplied or not by the manufacturer.
f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a tool box, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.
g. Filler caps may be locked by any means.
h. The steering wheel is free.
i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.
j. Cruise control systems may be removed.
k. Anti-theft systems may be removed.
l. The air conditioner compressor, condensor, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.

5.16. Coachwork

None of the normal elements of the coachwork (dashboard, all inside quiltings, sound proofing materials, whatever their location), and none of the accessories normally mounted by the manufacturer may be removed or replaced. However, the modifications authorized in the preceding paragraphs, such as those necessitated by the addition of a windshield washer (drilling of a hole into the hood) will be allowed.

Carpets and their associated padding may be removed. The front seat(s) may be replaced with any suitable seat(s).

Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced.

Passive restraints, including air bags, must be removed.

5.17. Consumable Items

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is free.

6. Tolerances

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Overboring for the use of oversize pistons is prohibited.

7. Canadian Vehicles

Canadian Production Class Vehicles prepared to CASC specifications will be allowed to compete in SCCA PRO Rally Production Classes provided the entered vehicle complies with Article 7.6 Eligibility Requirements, Article 9 Scrutineering, and Article 7.8 Vehicle Identification.

APPENDIX T

RALLYTRUCK CLASS

Minimum weights of trucks will be as rallied, without driver and navigator. (At all times the vehicles must at least weigh the following):

Fuel injected 4 cylinder trucks:	1.2 pounds per cc of engine displacement
Carbureted 4 cylinder trucks:	1.1 pounds per cc of engine displacement

6 cylinders up to 3000 cc must weigh 3100 pounds.

6 cylinders over 3000 cc must weigh 3500 pounds.

Certain modifications may be permitted to equalize the performance capabilities of the various models. Final implementation of these modifications will be at the discretion of the PRO Rally Manager.

All vehicles shall conform to the manufacturers as produced and delivered specifications, except for the following specific additions or modifications. The official shop manual for the year, make and model truck and all configuration supportive data must be in the possession of each competitor.

Roll Cages

1. A full width roll cage must be fitted within the passenger compartment per Appendix Z of the NPRR's for vehicles over 2500 lb., with the following additions or exceptions:

   At the six points minimum at which the roll cage attaches to the vehicle (two rear downtubes, four cage points), it must be bolted or welded to the frame with backing plates, either directly to a frame member or to a substantial frame extension (platform). It is permitted to cut holes in the cab and bed of sufficient size for these tubes to pass through.

2. It is permitted to modify interior panels and trim pieces to accommodate fitment of the roll cage. Trim items such as visors, arm rests, interior lights, may be removed. Roll cage tubes may run through the dash providing the dash is modified only enough for the roll cage fitment.

3. To accommodate fitment of the roll cage, the rear window may be replaced with a clear, transparent polycarbonate rear window, minimum thickness 0.125 inch. This window must completely fill the original opening, save for the holes necessary for the roll cage tubes to pass through. It must be bonded, riveted or otherwise securely held in place. In addition, two metal straps at least 1" wide and 0.125" thick, bolted or riveted to the cab top and bottom, must be used to retain the window.

Fuel Cell

The original fuel tank may be replaced with a safety fuel cell, not to exceed 15 gallons. The fuel cell shall be located in the center of the bed, forward of the rear axle centerline and rear most roll cage mounting points. At least four steel straps must retain the fuel cell to the bed floor; two lengthwise and two widthwise. These straps must be 2" wide and 0.125" thick. Fuel gauge sensors may be modified for fuel cell level readings or may be completely removed. Fuel pumps originally mounted inside the fuel tank may be removed and/or replaced by an electric pump mounted adjacent to the fuel cell. Fuel lines may be moved and/or replaced by Aeroquip type (steel braid) lines.

Driveshaft Loop

Two steel 360° loops of sufficient strength may be installed and located as close as possible to the driveshaft universal joint to contain the driveshaft in event of a u-joint/driveshaft failure.

Authorized Modifications

SCCA may require a competitor to replace any component with a manufacturer's original replacement part.

A. Engine

Original pistons, connecting rods, crankshaft, harmonic balance, flywheel and clutch assembly may be machined only enough to achieve balance. The crank must weigh within the manufacturers weight tolerance. One original piston and original connecting rod must weigh within the manufacturers weight tolerance and have no indication of tooling. The original ducting to the inlet side of the air cleaner may be moved and/or modified. A single engine oil cooler and necessary fittings may be added.

For 4 cylinder engines only: any and all modifications will be permitted within the engine. The original head and block must be retained, but the cams, porting, pistons, valves, crank, etc. are free. The basic carburetors(s) or fuel injection normally mounted on the recognized model may not be changed. The elements which control the quantity of fuel and/or air fed into the engine may be changed. Any emission control device, external to the basic engine, may be removed or rendered inoperative. The exhaust manifold is free.

B. Radiator

It is permitted to fit a mesh screen in front of the radiator to act as a stone guard provided the screen is within the bodywork and serves no other purpose.

C. Drivetrain

1. All trucks must use the original transmission.
2. The driveshaft may be changed from a two piece to a one piece driveshaft. The length of the driveshaft may be changed as long as the wheelbase is maintained. Front and rear universal joints must be maintained.
3. Either limited slip or locked differentials, which fit inside the original housing without modifications, may be used.
4. Standard ring and pinion ratio must be used.
   For 4 cylinder engines only:
   a. any ring and pinion may be used
   b. the flywheel, clutch and pressure plate are free

D. Suspension

Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:

1. Suspension bushing material is unrestricted.
2. Shock absorbers may be replaced with direct bolt-on aftermarket shocks.
3. The standard suspension components and mounting points may be reinforced.
4. Any front or rear anti-roll bar or traction device may be used, providing all additional mounting hardware is bolted, not welded, to the vehicle.
5. Springs may be replaced with others of the same type, (leaf, coil, torsion bar, etc.). Rate, diameter, length, and number of coils or leafs are unrestricted. Lowering blocks, not to exceed 3", may be used with rear leaf springs.
6. Bump rubbers may be modified or removed.
7. Trucks with rear axles mounted below the leaf springs may re-mount the axle above the spring, and vice versa with axle mounted above the leaf springs.

E. Brakes

Any front to rear brake proportioning valve may be used. Friction material may be replaced with alternative material. Disc brake dust shields may be replaced or modified. Brake lines may be relocated and/or replaced by those of an Aeroquip type (steel braid). Servo assist systems may be disconnected.

F. Exhaust

The exhaust system is free, except that the stock exhaust manifold must be retained, the pipe must exit behind the driver and the noise level must not exceed 86 db.

G. **Wheels and Tires**

Wheels may have a maximum width of 7 inches; their offset is free, providing the wheels and tires fit under the stock coachwork. Wheel diameter is free providing the above restrictions are met. Tires must be DOT approved.

H. **Mud Flaps**

Mud flaps of flexible material may be added in front of the wheels; they must be added behind the rear wheels so as to minimize the projection of material to the rear.

I. **Bumpers**

Rear bumpers are not required.

J. **Lighting**

The mounting of not more than four additional headlights is authorized. A headlight is considered as a lighting device throwing a beam toward the front. Freedom is granted with regard to the headlight frontal glass, reflector and bulb.

K. **Electrical Equipment**

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity providing the location remains unchanged. The make is free.

L. **Motor Mounts**

Motor mounts are free as long as the stock location of the mounts, as well as the location of the engine and transmission, remain unchanged.

Supplementary Accessories

Supplementary accessories are authorized provided they have no influence on the performance and/or speed of the vehicle, i.e., those concerning comfort and/or ease of driving the truck (windshield washer system, interior lighting, etc.).

The following is authorized:

1. The mounting of additional gauges, relays, fuses, switches, etc.
2. The steering wheel is free.
3. The truck bed may be adapted for better accommodation of the spare tire and jack and other miscellaneous equipment. The spare tire may be moved from its original location.
4. The addition of protection for the engine sump, transmission, fuel tank, rear differential and all fluid lines is permitted.
5. Anti-theft systems may be removed.
6. Carpets and their backing padding, original equipment seat belts, radios and speakers and air conditioner systems may be removed. The glove box door may be removed.
7. The front seat(s) may be replaced with any suitable seat(s).
8. Rear view mirrors may be exchanged for after-market ones.
9. A single engine oil cooler and necessary fittings may be added.

Consumable Items

The replacement of normally consumable items (oil filters, spark plugs, air filters, etc.) with others of OEM specifications is permitted. Spark plug heat range is free.

Tailgates

Tailgates must remain in the full upright position. Bolts, pins and auxiliary fasteners are not required. A one minute penalty will be assessed each time, after an initial warning, that a competitor's tailgate is in the "down" position on a stage. Tonneau covers are prohibited.

Ballast

If ballast is required to be carried, it shall be bolted securely to the floor of the bed against the forward wall, centered, and only in this area.

APPENDIX Y

OCCUPANT RESTRAINT SYSTEMS

All vehicles in SCCA-sanctioned PRO Rallies must be equipped with a five- or six-point restraint harness meeting the specifications below for both the driver and co-driver. These restraints must be worn at all times during the competition.

1. **Six-Point System**

   A six-point system is recommended for use in all automobiles and is required in those automobiles in which the seating position is semi-reclining (seat back angle exceeds 35 degrees from vertical). It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts. The minimum nominal width on all portions of the system is two (2) inches.

2. **Five-Point System**

   A five-point system is required for use in vehicles with upright seating. It consists of a lap belt, a shoulder harness and a single anti-submarine belt. The width of the lap belt is three (3) inches where it contacts the body and two (2) inches for the remainder of the system.

3. **Material**

   The material of all straps shall be nylon or dacron polyester in perfect condition. The buckle must be metal-to-metal quick release type.

4. **Shoulder Harness**

   The shoulder harness shall be a two-strap over-the-shoulder type. There shall be a single release common to the lap belt and shoulder harness.

   Only completely separate upper shoulder straps are permitted. The shoulder harness angle to the first structural point of support shall not be below a line drawn perpendicular to the seat back from the top of the occupant's shoulder. If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be at least 18 inches behind the seat back when measured along the belt.

5. **Lap Belts**

The lap belt angle shall be between vertical and 45 degrees.

6. **Anti-Submarine Strap**

The double leg straps of the six-point system may be attached to the vehicle structure or to the lap belt so that the occupant sits on them, passing them up between his legs and attaching them with metal-to-metal connection to the single release common to the lap belt and shoulder harness. Alternately, it is permissible, but not recommended, to attach the leg straps to the floor forward of the seat cushion.

The single anti-submarine strap of the five-point system shall be attached to the floor structure of the car and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

7. **Mounts**

All mounts must be capable of withstanding at least a 3,000-pound dynamic load without failure. In cases where reinforcing plates are used on thin sheet metal, such as the floor, they must be securely attached to the sheet metal to prevent a "can opener" type failure of the mount. Weave through (ladder type) brackets must not be subjected to a bending load. All bolts must be 3/8-inch diameter SAE Grade 5 or better.

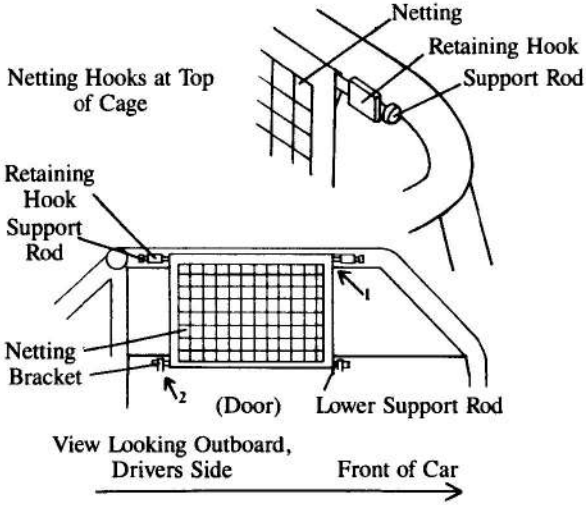
8. **FIA approved harnesses** are authorized and must remain intact as they came from the manufacturer.

9. **Seats**

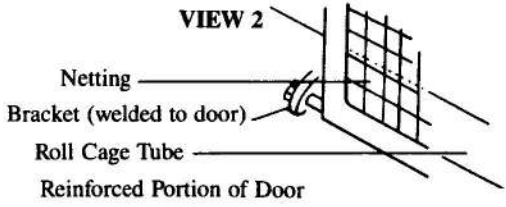
Driver and Co-Driver seats must be firmly mounted to the structure of the car and be of one piece type, frame construction; or the seat backs must be braced in such a way as to prevent the seat back from collapsing backward in the event of an accident.

PROPER WINDOW NET INSTALLATION

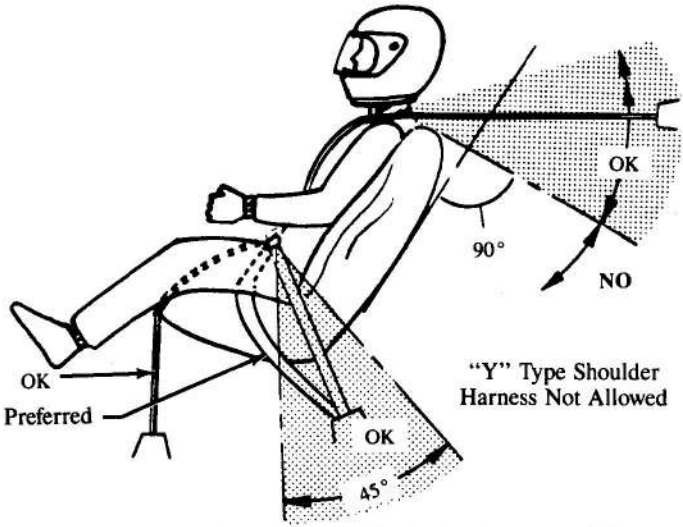
VIEW 1



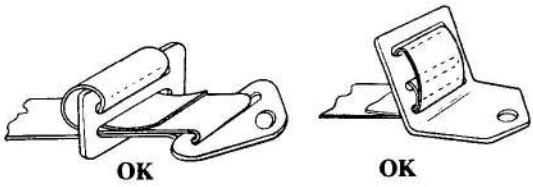
VIEW 2



PROPER RESTRAINT HARNESS INSTALLATION



Note: FIA approved harnesses are authorized and must remain intact as they came from the manufacturer.



APPENDIX Z

ROLLOVER PROTECTION

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

Roll cages are required in all vehicles. For roll cages not constructed to FIA specifications, the following specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

A. Basic Design Considerations

1. The basic purpose of the roll cage is to protect the occupants if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
2. The main roll cage hoop must extend the full width of the driver/co-driver compartment and must be a minimum of two inches above the top of the occupant's helmets when sitting in the normal position, or as near the roof as practical in closed cars. It shall not be more than ten (10) inches behind the driver/co-driver.
3. The roll cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

B. Material

1. The roll cage hoop and all braces must be seamless or DOM steel tubing. Either mild steel or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130 or equivalent is permitted. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant. ERW tubing may be used, refer to B.2 for sizes.

2. For the purpose of determining tubing sizes, the vehicle weight is without occupants. The minimum size of the tubing shall be determined as follows:

Vehicle Rally Weight	ROLL CAGE	
	Mild Steel	Alloy Steel
900# to 1500#	1.375"x.095"	1.375"x.080"
1500# to 2500#	1.50"x.095"	1.375"x.095"
over 2500#	1.50"x.120" or 1.75"x.095"	1.50"x.095"

ERW tubing sizes
up to 2500# 1.50"x.120"
over 2500# 1.75"x.120"

3. An inspection hole of at least 1/8-inch diameter must be provided in a non-critical area of the main hoop to facilitate verification of wall thickness.
4. Where bolts and nuts or other fasteners are used, they shall be at least 3/8-inch diameter SAE Grade 5 or equivalent quality.

C. Fabrication

1. One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or die penetrant after fabrication. Alloy steel must be normalized after welding.

D. Bracing

1. Two fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is required per Figure 7 or 8.

2. The fore-aft bracing must be attached as near as possible to the top of the hoop but not more than six (6) inches below the top of the hoop and at an occuled angle of at least 30 degrees.
3. Bracing may be added to support the roll cage at the front and rear shock towers. Lateral bracing may also be added to prevent shock tower collapse. In the case of Production Class cars, this bracing should be easily removable. It is intended that Production Class cars may compete in other SCCA series.
4. All cars in the Open, Group A and Rallytruck classes must have a side door bar. The bracing must be of the same size and thickness as the roll cage material. At its highest point, it must be no higher than the exterior door handle; at its lowest, no lower than the door sill. It may be angled downward from rear to front for more occupant protection and easier ingress/egress (see figure 9, G-H).
5. *All eligible Divisional PRO Rally cars must have the factory door beams left in tact (side collision intrusion beams), or an alternate side brace installed between the front and rear hoops (see 9, G-H) by April 1, 1993. Brace must be of the same size and thickness as the required roll cage material. Side brace is to be installed across the door opening low enough and in such a manner that it will not be able to come in contact with the driver/co-driver's rib cage or unprotected flank area. Trucks which have no factory door beam are required to install an alternate side brace.*

E. Mounting

1. Roll cages and braces must be attached to the frame of the car wherever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16 inch thick.
2. In the case of cars with unitized or frameless construction, or cars with frames where frame mounting is impractical, mounting plates must be used to secure the roll cage structure to the structure of the car. The important consideration is that the load be distributed over as large an area as possible.

Mounting plates bolted to the structure shall not be less than 3/16 inch thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through bolted together using at least 3 bolts.

Mounting plates welded to the structure shall not be less than .080 inch thick. Wherever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

F. Padding

Any portion of the roll structure which might be contacted by the driver/co-driver's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of 1/2 inch. The energy absorbing material must be covered by protective wrapping. (Styrofoam and Ensolite are examples of energy absorbing padding.)

G. Removable Roll Cages and Braces

Removable roll cages and braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by SCCA. The approved types are shown in Figures 1 thru 6. Figures 2 thru 6 are only approved for use in bracing and not for the basic frame of the roll cage.

H. Roll Cage

1. It is required that all cars utilize a roll cage type of construction. A cage not only provides improved safety but also minimizes body distortion in case of an accident.
2. The main roll hoop must be as specified in Section A2. A similar hoop must be in front, supporting the roof and front pillars with horizontal bars connecting the front hoop to the main hoop at each side of the top. Alternately, the front hoop may be constructed by using two side hoops which follow up the front pillars to the roof and then aft to attach to the main hoop. These two side hoops are connected by a tube over the top of the windshield.
3. Gussets or Corner Braces joining the front continuous tubing (the "front hoop") and the brace tubing (the "horizontal bars" or the "tube over the windshield") are required.

If Gussets are used they must be of a thickness equal to the wall diameter of the roll cage tubing and must be a minimum of 2" long where they contact the roll cage tubing. They must be welded along these lengths and relieved in the corners so as to not interfere with existing welds (see figure 9, K).

If Corner Braces are used they must be made of tubing at least 3/4" in diameter and at least 0.060" wall thickness; it must span at least 5" across the corner at the longest point (see figure 9, J).

In either case, they may be positioned either in the roof quadrangle OR in the windshield/door area.

I. **Other Designs**

Roll cages of alternate material or design may be accepted by the Chief Scrutineer upon presentation of certified data verifying the installation is able to withstand three simultaneously applied loads.

1.5 G Lateral
5.5 G Fore and Aft
7.5 G Vertical

The induced loads being carried over into the primary structure. The use of non-ferrous material is prohibited.

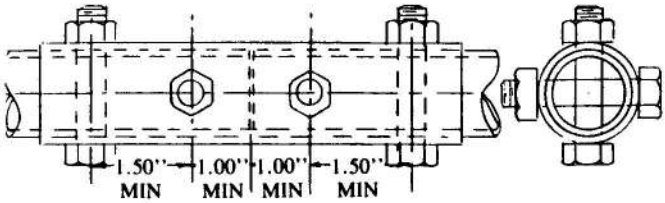


FIGURE 1

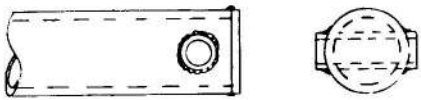


FIGURE 2

FIGURE 3

FIGURE 4

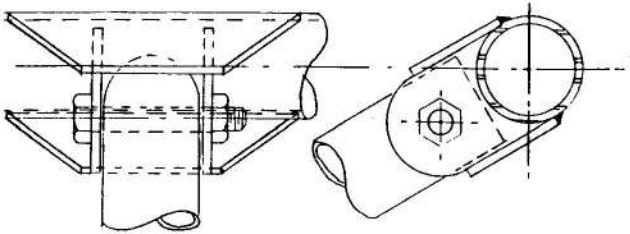


FIGURE 5

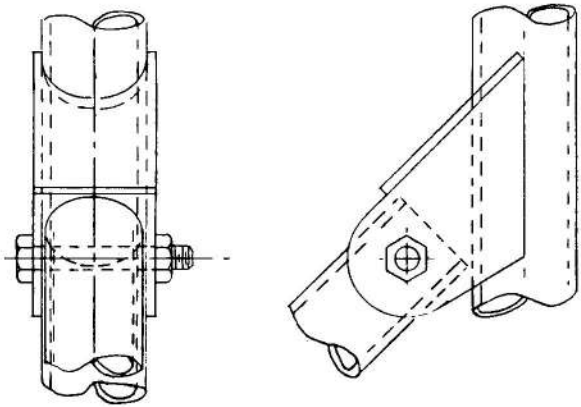
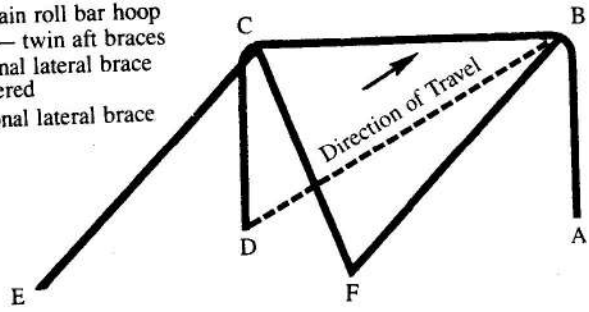


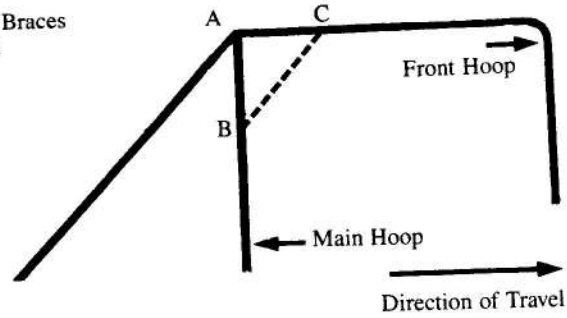
FIGURE 6

ABCD — main roll bar hoop
BF and CE — twin aft braces
CF — diagonal lateral brace
— -prefered
DB — diagonal lateral brace
-ok



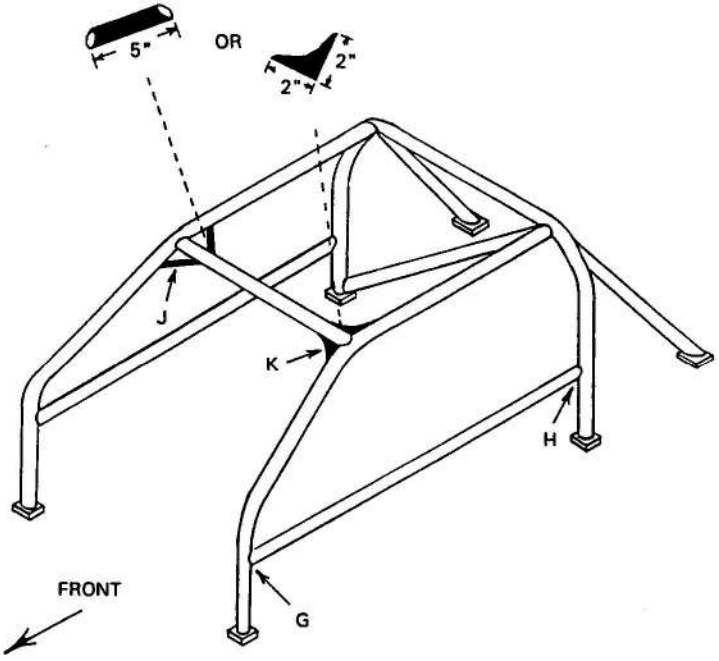
Preferred
FIGURE 7

BC - Diagonal Braces
Both Sides



Acceptable
FIGURE 8

FIGURE 9



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